Chair Robert Dickerson
Commissioner Esau Blanco
Commissioner Tom Lopez
Commissioner Yasameen Mohajer
Commissioner Tim Seifert

# PLANNING COMMISSION AGENDA
# CITY OF SANTA MARIA, CALIFORNIA

**Wednesday, September 3, 2025**

**REGULAR SESSION - 5:30 P.M.**

HOW TO ACCESS MEETINGS

1. Meetings can be viewed in video format alongside the online interactive agenda at https://www.cityofsantamaria.org/services/departments/city-clerk-records/agendas-reports-meeting-videos.
2. The City of Santa Maria Broadcasts Planning Commission Meetings Live on local Comcast Cable Channel 23, at cityofsantamaria.org/tv and on YouTube.com/@CityofSantaMariaCalifornia.
3. Closed Captioning is available in English and Spanish during City Council meetings on Comcast Cable Channel 23 and at cityofsantamaria.org/tv.
4. Meetings are replayed on local Comcast Cable Channel 23 and cityofsantamaria.org/tv on Fridays at 9:00 a.m. and the second and third Wednesdays of each month at 5:30 p.m. Meetings are available on demand at YouTube.com/@CityofSantaMariaCalifornia.

Attendance at public meetings may result in the streaming and recording of your image and/or voice.

AMERICANS WITH DISABILITIES ACT

In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the City Clerk's Office at (805) 925-0951 extension 2306, or by email at cityclerk@cityofsantamaria.org at least 48 hours before the meeting. Assisted Listening devices are available for those who attend in Council Chambers. Closed Captioning is available during meetings in English and Spanish on Comcast Channel 23 and at CityofSantaMaria.org/tv.

PUBLIC COMMENT (letters/emails)

(Must be received by 2:00 p.m. in advance of the meeting)

Members of the public wishing to submit a public comment or a comment on an agenda item, can email deady@cityofsantamaria.org or mail to the Planning Commission, Attn.: Dana Eady, Planning Manager, 110 South Pine Street, Suite 101, Santa Maria, CA 93458. Letters/emails will not be read aloud during the meeting. All correspondence will be distributed to Councilmembers, submissions received after the deadline will not be processed until the following day but will become a part of the official record.

MEETINGS

The Planning Commission holds regular meetings on the first and third Wednesday of every month.

Regular meetings start at 5:30 p.m. in the Council Chambers at City Hall, 110 East Cook Street, Santa Maria, California. Special and Adjourned Regular meetings start time are to be determined.

POSTING LOCATIONS OF AGENDA AND/OR CANCELLATION NOTICES

Regular meeting agendas will be posted at least 72 hours before the meeting (GC§ 54954(a)(1)). Agenda and Cancellation Notices can be viewed online and are also posted at the following two locations: Santa Maria City Hall located at 110 East Cook Street, Santa Maria, California, and Santa Maria Public Library located at 421 South McClelland Street, Santa Maria, California.

1. PLEDGE OF ALLEGIANCE

2. CALL TO ORDER/ROLL CALL
Commissioners Esau Blanco, Tom Lopez, Yasameen Mohajer, Tim Seifert and Chair Robert Dickerson.

3. APPROVAL OF MINUTES

RECOMMENDATION:
Approve the minutes of the Planning Commission for the meeting of August 6, 2025.

4. PUBLIC COMMENT PERIOD
Each member of the audience may address the Commission on any subject within the Commission's business that is not on the agenda. Each member of the audience is limited to discussion of three minutes or as otherwise directed by the Chair.

5. PUBLIC HEARINGS
ORDER OF PROCEEDINGS FOR PUBLIC HEARING ITEMS:

*Staff presentation.*
*Disclose any Commissioner communications.*
*Applicant presentation.*
*Questions from the Commission.*
*Open meeting to the public:*
*Written communications*
*Public comment*
*Any rebuttals to be heard*
*Questions of the public or applicant from the Commission.*
*Public hearing to be closed.*
*Discussion and decision on the item.*

5.a HYUNDAI DEALERSHIP PLANNED DEVELOPMENT & CONDITIONAL USE PERMIT
**Property Location: 957 East Battles Road**

Review of a Planned Development Permit (PD2025-0002) and Conditional Use Permit (U2025-0003) for PDA Architects to construct a new Hyundai Automotive Dealership consisting of a 19,200-square-foot dealership building with 14-bay service shop, and exterior auto display and storage on a 4.5-acre site in a PD/C-2 (Planned Development/General Commercial) district.

Environmental: This project qualifies as a Class 32 (In-fill Development) Categorical Exemption pursuant to Section 15332 of the California Environmental Quality Act (CEQA) Guidelines.

**Planner Contact:** Greg Vine, 805-925-0951 ext. 2415; mailto:gvine@cityofsantamaria.org

RECOMMENDATION:
That the Planning Commission take the following action:

By motion, approve Planned Development Permit PD2025-0002 and Conditional Use Permit U2025-0003.

5.b SEASIDE PACKAGING WAREHOUSE AND DISTRIBUTION CENTER CONDITIONAL USE PERMIT AMENDMENT
Property Location: 1300 Block of West La Brea Avenue

Review of a Permit Amendment (A2024-0001) to a Conditional Use Permit (U2021-0002) for Seaside Packaging to construct a new 31,000 square-foot warehouse on a 6.18-acre site in the M-2 (General Manufacturing) district.

Environmental: The Project was adequately covered in previously adopted Final Mitigated Negative Declaration (SCH#2021120566*)* and only minor technical changes were required; therefore, an Addendum has been prepared pursuant to California Environmental Quality Act State Guidelines Section 15164.

**Planner Contact:** Cody Graybehl, 805-925-0951 ext. 2552; mailto:cgraybehl@cityofsantamaria.org

RECOMMENDATION:
That the Planning Commission take the following actions:

1. Adopt a resolution to approve an Addendum to the Mitigated Negative Declaration prepared for the Seaside Packaging project; and
2. By motion, approve Permit Amendment A2024-0001

5.c ZONING TEXT AMENDMENTS FOR ACCESSORY DWELLING UNITS, TITLE 12 OF THE CITY OF SANTA MARIA MUNICIPAL CODE
Review of Zoning Text Amendments (Z2025-0001) to amend Chapter 12-56, Accessory Dwelling Units, of Title 12 of the City of Santa Maria Municipal Code.

Environmental: The proposed Zoning Text Amendments are statutorily exempt from the California Environmental Quality Act (CEQA) per Public Resources Code Section 21080.17, and by Government Code Section 66499.41(i).

**Planner Contact:** Frank Albro, 805-925-0951 ext. 2379; mailto:falbro@cityofsantamaria.org

RECOMMENDATION:
That the Planning Commission take the following action:

By resolution, recommend that the City Council approve Zoning Text Amendment Z2025-0001.

6. OTHER BUSINESS
Oral Reports from the Planning Commission and staff.

## 7. ANNOUNCEMENTS

## 8. ADJOURNMENT

Next Study Session: September 4, 2025
Next Public Hearing: September 17, 2025

If you challenge a determination made on a matter on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described on this agenda, or in written correspondence to the Planning Commission at, or prior to, the public hearing.

*I, Dana Eady, hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted not less than 72 hours at the following locations: City of Santa Maria City Hall and Santa Maria Public Library and made available at https://www.cityofsantamaria.org/services/departments/city-clerk-records/agendas-reports-meeting-videos on this 28th day of August 2025.*

# PLANNING COMMISSION MEETING MINUTES

## CITY OF SANTA MARIA, CALIFORNIA

**August 6, 2025, 5:30 p.m.**
**Shepard Hall - Santa Maria Public Library**
**421 South McClelland Street**
**Santa Maria**

| | |
|---|---|
| Members Present: | Commissioner Esau Blanco, Commissioner Yasameen Mohajer, Commissioner Tim Seifert, Chair Robert Dickerson |
| Members Absent: | Commissioner Tom Lopez |
| Staff Present: | Planning Division Manager Dana Eady, Assistant City Attorney Heather Whitham, Senior Civil Engineer Zoe Glick, Principal Planner Frank Albro, Senior Planner Cody Graybehl, Recording Secretary Kathleen Wilson |

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**1. PLEDGE OF ALLEGIANCE**

Commissioner Seifert led the Pledge of Allegiance.

**2. CALL TO ORDER/ROLL CALL**

Commissioners Esau Blanco, Yasameen Mohajer, Tim Seifert and Chair Robert Dickerson

Absent: Commissioner Tom Lopez

Chair Dickerson called the meeting to order at 5:30 p.m.

**3. APPROVAL OF MINUTES**

**Moved by:** Commissioner Yasameen Mohajer
**Seconded by:** Chair Robert Dickerson

Approve the minutes of the Planning Commission for the meeting of July 16, 2025.

For (2): Chair Robert Dickerson, and Commissioner Yasameen Mohajer

Abstained (2): Commissioner Esau Blanco, and Commissioner Tim Seifert

Absent (1): Commissioner Tom Lopez

**Motion carried by a recorded vote (2 to 0)**

**4. PUBLIC COMMENT PERIOD**

Each member of the audience may address the Commission on any subject within the Commission's business that is not on the agenda. Each member of the audience is limited to discussion of three minutes or as otherwise directed by the Commission Chair.

There were no requests to speak.

**5. PUBLIC HEARINGS**

ORDER OF PROCEEDINGS FOR PUBLIC HEARING ITEMS:
*Staff presentation.*
*Disclose any Commissioner communications.*
*Applicant presentation.*
*Questions from the Commission.*
*Open meeting to the public:*
*Written communications*
*Public comment*
*Any rebuttals to be heard*

*Questions of the public or applicant from Commission.*
*Public hearing to be closed.*
*Discussion and decision on the item.*

5.a PARK EDGE MIXED-USE PROJECT REQUEST FOR TIME EXTENSION

**Property Location: 2770 SANTA MARIA WAY**

Consideration of a request for a two-year Time Extension (A2025-0003) for Planned Development Permit (PD2020-0008) and Conditional Use Permit (U2020-0012) for Sunrise & Miller, LLC, to construct a mixed-use project including 140 apartments with common amenities, a 2,680-square-foot clubhouse, and a 5,435-square-foot multi-tenant commercial building with a drive-thru restaurant on a 7.47-acre site in the PD/C-2 and PD/R-3 (Planned Development/General Commercial and Planned Development/High Density Residential) districts.

Environmental: The project was adequately covered in a previously adopted Mitigated Negative Declaration document (State Clearing House Number 2021120267) pursuant to California Environmental Quality Act State Guidelines Section 15162.

**Planner Contact:**
Cody Graybehl, 805-925-0951, ext. 2552; mailto:cgraybehl@cityofsantamaria.org

**Moved by:** Commissioner Tim Seifert
**Seconded by:** Commissioner Esau Blanco

By motion, approve Permit Amendment A2025-0003 granting a two-year time extension for Planned Development Permit PD2020-0008 and Conditional Use Permit U2020-0012.

For (4): Commissioner Esau Blanco, Commissioner Yasameen Mohajer, Commissioner Tim Seifert, and Chair Robert Dickerson

Absent (1): Commissioner Tom Lopez

**Motion carried by a recorded vote (4 to 0)**

5.b ONE LIFE CROSSFIT FITNESS FACILITY CONDITIONAL USE PERMIT

**Property Location: 2627 SKYWAY DRIVE, SUITE B**

Review of a Conditional Use Permit (U2025-0004) for One Life Fitness LLC to establish a crossfit gym in a 6,000-square-foot tenant space within an existing industrial building in a PD/M-1 (Planned Development/Light Manufacturing) district.

Environmental: This project qualifies as a Class 1 (Existing Facilities) Categorical Exemption by Section 15301 of the California Environmental Quality Act (CEQA) State Guidelines.

**Planner Contact:**
Greg Vine, 805-925-0951, ext. 2415; mailto:gvine@cityofsantamaria.org

**Moved by:** Commissioner Tim Seifert
**Seconded by:** Commissioner Esau Blanco

That the Planning Commission, by motion, approve Conditional Use Permit U2025-0004

For (4): Commissioner Esau Blanco, Commissioner Yasameen Mohajer, Commissioner Tim Seifert, and Chair Robert Dickerson

Absent (1): Commissioner Tom Lopez

**Motion carried by a recorded vote (4 to 0)**

## 6. OTHER BUSINESS

Oral Reports from the Planning Commission and staff.

**7. ANNOUNCEMENTS**

Next Study Session: August 7, 2025
Next Public Hearing: September 3, 2025

**8. ADJOURNMENT**

If you challenge a determination made on a matter on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described on this agenda, or in written correspondence to the Planning Commission at, or prior to, the public hearing.

*I, Dana Eady, hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted not less than 72 hours at the following locations: City of Santa Maria City Hall and Community Development Department and made available at https://www.cityofsantamaria.org/services/departments/city-clerk-records/agendas-reports-meeting-videos on this 1st day of August 2025.*

There being no further business, Chair Dickerson declared the Planning Commission meeting adjourned at 6:30 p.m.

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Dana Eady, Assistant Secretary

_____

Robert Dickerson, Planning Commission Chair

**CITY OF SANTA MARIA**
# PLANNING COMMISSION STAFF REPORT
SEPTEMBER 3, 2025

## HYUNDAI DEALERSHIP PLANNED DEVELOPMENT & CONDITIONAL USE PERMIT

**Property Location: 957 East Battles Road**

Review of a Planned Development Permit (PD2025-0002) and Conditional Use Permit (U2025-0003) for PDA Architects to construct a new Hyundai Automotive Dealership consisting of a 19,200-square-foot dealership building with 14-bay service shop, and exterior auto display and storage on a 4.5-acre site in a PD/C-2 (Planned Development/ General Commercial) district.

Environmental: This project qualifies as a Class 32 (In-fill Development) Categorical Exemption pursuant to Section 15332 of the California Environmental Quality Act (CEQA) Guidelines.

**Planner Contact:** Greg Vine, 805-925-0951 ext. 2415; gvine@cityofsantamaria.org

## RECOMMENDATION:

By motion, approve Planned Development Permit PD2025-0002 and Conditional Use Permit U2025-0003.

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## BACKGROUND:

The project site is located at the northwest corner of East Battles Road and Shepard Drive (Attachment A – Vicinity Map). The PD/C-2 (Planned Development/General Commercial) zoned property remained vacant until 2015 when a Planned Development Permit Amendment (A2015-034) was approved for the adjacent Santa Maria Nissan-Mazda to expand their vehicle storage to the subject property. The approval included parkway landscape improvements, paving, new driveway approaches, and a storm water retention basin which have since been constructed on the subject site. No significant changes have been made to the property since 2015.

Surrounding uses and development include a vacant property to the north of the project site and the First Christian Church campus to the west. To the south across Battles Road is the Azure Apartments, and southeast is the new Home Motors automotive dealership currently under construction. The Nissan/Mazda dealership remains to the east with Santa Maria Ford located further to the east at the corner of Battles Road and South Bradley Road.

Planning Commission Study Session

This project was presented to the Planning Commission at the August 7, 2025, study session public meeting. Commissioners discussed outdoor repair, the proposed canopy on the west side of the building, the design of the service bay roll-up doors, and the retention basin area. The project was well received overall by the Planning Commission. It was noted by the applicant that the Hyundai of Santa Maria dealership intends to relocate from its current location at 800 West Main Street when this new dealership is completed. The applicant also stated that the existing location will be utilized as a used car dealership in the future and will not be vacant.

## DISCUSSION:

The applicant, PDA Architects, on behalf of Hyundai of Santa Maria, requests to construct a new 19,200-square-foot dealership building with 14-bay service shop, and exterior auto display and storage. The request is being processed through a Conditional Use Permit for the automobile sales use, and a Planned Development Permit for the site and building design. The project site is in an area with a concentration of major car brand dealerships and provides some visibility to the U.S. Highway 101 corridor. The new building would occupy the northwestern corner of the project site, converting and expanding the existing vehicle storage lot with additional parking area and vehicle display, additional landscape areas, and enhancements to the existing landscape areas. An updated storm water basin will be located along the northern property with a depth of approximately two feet. The entire perimeter of the basin will be landscaped per requirements of Section 12-44.04 of the Santa Maria Municipal Code.

Architecture

The proposed building features a modern design with stucco finishes, decorative metal panel elements, and earth-tone colors consistent with Hyundai's national branding standards. The building includes large glazed storefront elements to showcase vehicles and provide transparency along the primary frontage. The proposed design meets the City's architectural guidelines for use of durable materials, articulation, and compatibility with the surrounding commercial developments.

Vehicular Circulation and Site Access

The project proposes utilizing the two existing driveways, one on East Battles Road and the other on Shepard Drive, providing full ingress and egress. Internal circulation is designed to separate customer parking, service vehicle access, and display areas. The layout allows efficient movement for trucks delivering the vehicles and service operations, while providing safe pedestrian access to the showroom entrance.

Parking

The Santa Maria Municipal Code requires 84 parking spaces based on calculations for the building floor area, the repair bays, and the area of auto display. The project satisfies this requirement by providing 84 spaces for the use of customers, employees, service parking, and three "executive" spaces west of the service bay portion of the building, with the remainder of the on-site spaces for automobile display.

Landscaping

Section 12-44.04(u) of Municipal Code requires a minimum of 15 percent landscape coverage for commercial properties. The applicant has requested a reduction to 10 percent of the site, or approximately 20,000 square feet of landscaping area. The landscape will consist of a mix of drought-tolerant plant materials, shade trees, and accent planting at driveways and along the project frontage. Landscape islands are provided throughout the outdoor display areas, and trellises with vining plants are provided along the eastern elevation of the proposed building. Staff reviewed the landscape plan and determined that the proposed reduction continues to meet the intent of the code by providing attractive streetscape improvements, appropriate buffering, and usable landscape areas without compromising the functional operation of the dealership.

The applicant cites the requested landscape reduction as necessary to support the operational requirements of an automobile dealership, which requires large display and storage areas. As noted during the Study Session, only the perimeter plantings surrounding the large basin area are credited toward the landscape provided, and not the basin itself. The project design incorporates high-quality architectural treatments and perimeter landscaping design that offset any impact of the reduced landscaped area percentage. The degree of reduction is reasonable and is essential to the design of the auto dealership project. Therefore, the staff recommendation is that the Planning Commission find the reduction consistent with the Planned Development Permit findings.

Environmental

The project involves the construction of a new automotive dealership on an urbanized site of less than five acres. The project qualifies for a Class 32 (Infill Development Projects) categorical exemption pursuant to Section 15332 of the California Environmental Quality Act Guidelines. None of the exceptions to the exemption identified in CEQA Section 15300.2 apply; therefore, no further environmental review is required.

Attachments

- A – Vicinity Map
- B – Permit
- C – Plan Set

VICINITY MAP

ATTAC

# CITY OF SANTA MARIA
# PLANNED DEVELOPMENT PERMIT

PLANNING DIVISION • 110 SOUTH PINE STREET ROOM 101 • SANTA MARIA, CA 93458 • 805.925.0951 X 2244

**PERMIT NO.** **PD2025-0002 & U2025-0003**

**APPROVAL DATE** **September 3, 2025**

**PROJECT NAME** **Hyundai Dealership**

**APPLICANT/OWNER** **PDA Architects/Santa Maria Auto Center**

**ADDRESS/LOCATION** **957 East Battles Road**

**DESCRIPTION** **Review of a Planned Development Permit (PD2025-0002) and Conditional Use Permit (U2025-0003) for PDA Architects to construct a Hyundai Automotive Dealership consisting of a 19,200-square-foot dealership building with 14-bay service shop, and exterior auto display and storage on a 4.5-acre site in a PD/C-2 (Planned Development/General Commercial) district.**

## FINDINGS

The Planning Commission hereby approves the following project in accordance with the application submitted and hereby makes the required findings in accordance with Section 12-35.105 and 12-35.203 of the Municipal Code, including the following:

A. That the project meets the vision, intent, and requirements of the General Plan because the project is within a Community Commercial (CC) Land Use Designation on the site, which is to provide for retail uses located outside of the central core of the city and is consistent with Objective L.U.5c of the General Plan, which promotes infill projects on undeveloped parcels within the city. The proposed development is designed to conform to the requirements outlined for the site's zone classification, PD/C-2 (Planned Development/General Commercial). The project is consistent with the City of Santa Maria Municipal Code.

B. That the site for the proposed use is adequate in size and topography to accommodate the use, and all yards, spaces, walls and fences, parking, loading and landscaping are adequate to properly adapt such use with the land and uses in the vicinity. The improvements proposed under this project and required by these Conditions of Approval will ensure conformance with the City Municipal Code. The new dealership facility will adapt with the land and uses in the vicinity because the project will be located within a commercially zoned area containing commercial structures of a similar size and density.

C. That the site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use. No new street connections will be made for access to the project site. Ingress and egress will be through the existing Battles Road and Shepard Drive driveways. The existing streets are adequately designed to carry the minor amount of additional traffic that would be generated by the project.

D. That the proposed use will have no adverse effect upon abutting property because the use proposed is consistent with the adjacent auto dealership uses in the area, and is a conditional use that is allowed within the site's existing zoning designation.

E. That the establishment, maintenance and/or conducting of the use for which the planned development review is sought will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or welfare of persons residing or working in the neighborhood of such use and will not, under the circumstances of the particular case, be detrimental to the public welfare, injurious to property or improvements in the neighborhood; nor shall the use be inconsistent with the character of the neighborhood or contrary to its orderly development.

F. That the conditions stated in the decision are necessary to protect the public health, safety, and general welfare.

G. The proposed modification(s) are otherwise consistent with the General Plan and Municipal Code. The requested modification to the landscape coverage requirement of 15 percent (reduced to 10 percent coverage) from Section 12-44.04(u) of the Santa Maria Municipal Code is otherwise consistent with applicable Municipal Code requirements. Approximately 25 percent of the project site will be occupied by a stormwater retention basin. In accordance with Municipal Code requirements, landscaping located within basin areas cannot be credited toward the required landscape coverage. To address this, the project proposes new landscaping around the perimeter of the basin, enhanced landscaping along public frontages, and additional landscape islands dispersed throughout the outdoor display areas, ensuring that the site presents a well-landscaped appearance in areas visible to the public.

H. With enhanced landscape areas along public frontages including additional landscape islands throughout the outdoor display areas, and landscape trellises along the eastern elevation of the proposed building, the project includes superior design elements that mitigate or compensate for any potential impact of the proposed modification on the surrounding area. The project is consistent with all other applicable development standards in the Municipal Code.

I. The proposed modification to the landscape area standard from 15 percent to 10 percent is essential to the design of the project. The reduction is necessary to support the operational requirements of an automobile dealership, which requires large display and storage areas. The project will provide enhanced landscaping along public frontages, around the perimeter of the basin, and within landscaped

islands throughout the outdoor display areas, thereby maintaining a high level of visual quality and consistency with the intent of the City's landscape standards.

J. The proposed modification(s) have been minimized to the maximum extent possible consistent with Subsections (a) through (c) of Section 12-35.203 of the Municipal Code. The project meets all the required setbacks along East Battles Road and Shepard Drive and all frontages will be landscaped.

K. This project qualifies as a Class 32 (In-Fill Development) Categorical Exemption pursuant to Section 15332 of the California Environmental Quality Act (CEQA) Guidelines since the project site is less than five acres and is substantially surrounded by urban uses. With the approval of the requested modification to the landscaping standards, the project is consistent with the General Plan and City of Santa Maria Municipal Code, and will pose no significant effects on traffic, noise, air, and water quality. No further environmental review is required.

## CONDITIONS OF APPROVAL

The project is approved subject to the following Conditions of Approval and the modified Conditions, identified by underline and strikethrough, enacted by the Planning Commission:

**Community Development Department**

1. Project Description. The permittee shall comply with the project description, plan set entitled SANTA MARIA HYUNDAI NEW CAR DEALERSHIP consisting of 9 pages dated July 11, 2025, and Conditions of Approval of this permit. Any changes from the project description, Plan Set, or conditions, shall require a permit amendment. Contact the Planning Division prior to changing anything described on the Plan Set or in the project description.

2. Color and Materials. A sample of all paint colors and materials to be used on the project site shall be submitted to the Planning Division for review for consistency with Planning Commission approval prior to issuance of building permits. Paint colors shall be provided in the form of paint chips.

3. Architectural Elements. All architectural elements such as parapet walls, tower features, and architectural features shall include architectural details on all sides to provide 360 degree architecture and eliminate the appearance of a false façade.

4. Parking. 84 employee, customer, executive, and service parking spaces are required. These spaces along with the vehicle display/sales area result in a total of 311 spaces provided on the site. The required off-street parking area and access shall be paved and double striped in accordance with City parking standards. The parking area shall be maintained and regularly resealed and restriped. Please note that a building permit is required for restriping. The striping shall be visible at all times and the parking area shall be void of potholes and depressions.

5. Employee Parking. All employee parking shall occur on-site and shall not overflow and impact the surrounding public streets and properties. If the designated employee parking does not adequately accommodate the employee parking needs of Hyundai, then an alternative parking plan shall be made to meet the parking needs. The plan shall be reviewed and approved by the Community Development Department or Planning Commission.

6. Trash Enclosure. Each trash receptacle shall be stored in an enclosure. The final development plan submitted for the building permit shall specify size and location of all trash collection areas and the enclosure shall be constructed in accordance with the approved plan. The location and design shall be approved by the Community Development Department and the Public Works Department. The trash enclosure shall meet City Standards as well as be designed in keeping with the architecture and style of the project.

   Trash areas that are located adjacent to parking spaces shall be set back a minimum of ten feet to provide sight distance for automobiles backing out of the parking space.

7. Inventory Storage. All vehicle inventory for sale and vehicles being serviced shall be stored wholly on-site. Vehicles shall not be stored on surrounding public streets or properties.

8. Vehicle Loading/Unloading. All vehicle inventory being delivered to or picked up shall be loaded and unloaded on the project site. No vehicle loading or unloading shall occur on the surrounding public streets or properties.

9. Outdoor Display/Sales. Outdoor display and storage shall comply with Section 12-13.16 of the Municipal Code. Automobile Service Stations (a) and Automobile sales (new and used) (e) are permitted with this PD/CUP Permit. No parking or display shall occur within the retention basin area.

10. Outdoor Repair. Outdoor repair and service is prohibited, as is the outdoor storage of inoperable and/or partially dismantaled vehicles.

11. Roll-up doors. West-facing roll-up doors shall be closed while the repair shop is operating, opening only for the time needed to move vehicles to or from the internal auto repair area.

12. Mechanical Equipment. Mechanical equipment located on the roof of a building shall be completely screened. The height of the screening shall be as high, or higher, than the top of the mechanical equipment. The screening may be provided by an architecturally designed screen wall of solid material surrounding the equipment, or by the building wall parapet.

13. Ongoing Site Maintenance. The entire site shall be permanently maintained free of accumulated dirt and litter and in an otherwise neat and attractive manner and adhere to the requirements of the Santa Maria Municipal Code. Any graffiti on the

property shall be promptly painted out. All landscaping areas on the property shall be permanently maintained with healthy, growing plant material, free from weeds. Dead or dying plant material shall be replaced within one month of plant deterioration.

Failure to comply with this condition is a public nuisance and is subject to the adopted Citation Ordinance of the City of Santa Maria.

14. Landscape Plan. The Landscape Plan, which includes the size and species of plants, a layout of the irrigation system incorporating time clocks and/or moisture sensors, and a maintenance and watering schedule, shall be submitted to the Community Development Department for plan checking and approval. The specific planting design of the landscape area and species of trees and plants shall be subject to approval of the Planning Division during the plan check review process. The landscape plan shall be prepared in accordance with Chapter 12-44 of the Municipal Code, Landscape Standards. Backflow prevention devices shall be screened with plant material and located to maximize aesthetics.

15. Landscape and Tree Maintenance. The applicant shall develop landscape and tree maintenance standards that shall be provided to any landscape contractor hired to work on the site. The standards shall be reviewed and approved by the Planning Division prior to first occupancy. The program shall require:

    a. All on-site trees be properly maintained to retain a natural shape and size for the long-term health of the tree consistent with the natural growth pattern of its particular species and current ANSI A300 standards.

    b. Any tree topped, severely pruned or severely thinned out, subject to the determination of the Planning Division, shall require a large-size replacement.

    c. Ground cover and shrubbery shall be regularly maintained and pruned in a manner that encourages healthy growth and flower production. Shrubs shall not be severely sheared or formed into unnatural shapes.

    d. Trellis plantings (clinging vines) shall be maintained in perpetuity with healthly, growing plant material.

16. Landscape Irrigation Water Meter. A separate appropriately-sized irrigation meter is required for new non-residential projects with irrigated landscape areas totaling 1,000 square feet or greater, and for new residential projects with irrigated landscape areas totaling 5,000 square feet or greater. If a sub-meter is proposed for irrigation, it shall be a privately held and maintained meter, provided by the applicant, installed after the main water meter.

17. Performance Standards. The requirements of the City's performance standards with respect to odor, noise, smoke, vibration and discharge of liquid and solid waste shall be maintained.

18. Business License. A City business license is required.

19. Utilities. All electrical, telephone, television and communication utility distribution and service wires shall be placed underground in accordance with Santa Maria Municipal Code Section 12-28.06.

    The proposed locations of all transformer boxes and utility equipment shall be approved by the Planning Division prior to installation. All transformer boxes and utility equipment shall be underground wherever feasible. If undergrounding is not possible, the equipment should be painted to match the surroundings, placed in inconspicuous areas out of public view, and screened with landscape plantings.

20. Site Lighting. New or modified sight lighting (building or pole mounted) shall be fully shielded and downward directed (dark sky compliant), consist of full cut-off fixtures, and shall be subject to Planning Division review through a building permit application. Parking lot light standards on the project site shall have a maximum overall height of 24 feet. A Photometric Site Plan shall be provided with construction documents.

21. AB 1600 Fees. AB 1600 fees apply to this project and are based on the fees in effect at the time the building permit is issued.

22. Indemnification. The applicant shall agree to indemnify, defend (with counsel reasonably approved by the City), and hold harmless the City of Santa Maria and its officers, officials, employees, and agents from and against any and all claims, demands, actions, proceedings, lawsuits, losses, damages, judgments and/or liabilities by third parties arising out of, related to, or in connection with the project application or to attack, set aside, void, or annul, in whole or in part, an approval of the project application by the City and any related environmental approvals, development approvals or project conditions. The applicant shall reimburse the City, its agents, officers, officials, or employees, for any court costs and attorney's fees that the City, its agents, officers, officials, or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his/her obligations under this provision.

23. Agency Requirements. The applicant shall ascertain and comply with all Federal, State, County and City requirements as are applicable to this project.

24. Construction Documents. A copy of these conditions shall be incorporated into all construction documents.

Building Division

25. California Building Code Compliance. A building permit application, plans and specifications demonstrating compliance with current California Building Code requirements must be submitted and permits obtained prior to construction.

26. Registered Design Professional. Design Professional Required Plans for the project shall be prepared signed and sealed by a California registered design professional, i.e. architect or engineer.

27. Soils Report Required. A soils report will be required for the project and must be submitted with the building permit application. CBC 1803.

28. Grading and Drainage The City of Santa Maria grading and drainage standards shall be incorporated into the plan set. SMMC S9-04.200, Appendix J of the CBC, & CBC 107.2.1

29. Truss Calculations. The City of Santa Maria does not permit truss calculations and their design to be deferred. CBC 107.3.4.1 Provide the manufacturers truss calculations for review and approval showing all proposed uniform and point loads as proposed. The truss calculations shall be reviewed by the project structural designer and signed as being either approved, no-exception taken, or approved as noted.

30. Disabled Access. The project shall comply with the provisions for disabled access found in California Building Code Chapter 11B, and plans shall show an accessible path of travel from public right of way, other buildings and accessible parking spaces on the lot, compliance with the provisions for an accessible entrance and doors within the building. At least one accessible route within the boundary of the site shall be provided within the site from public transportation stops, accessible parking and accessible passenger loading zones, and public streets or sidewalks, to the accessible building entrance they serve.

31. Accessible Means of Egress. This project must comply with CBC chapter 10, section 1009, Accessible Means of Egress.

**Public Works Department**

32. Building Plans: At time of building plan submittal, the developer shall identify the following items on the site or utility plan for the subject project:

    A. Location and sizes of all existing water mains, sewer mains, water meters, water service lines, backflow prevention devices, private sewer lateral connections, and storm drainage facilities in abutting streets or on the project site.

        i. Each unit or lot shall be served by a sanitary sewer system, adequate domestic water system, natural gas, electric, and telephone facilities. Cable television facilities shall be provided pursuant to Chapter 15 of Title 9 of Santa Maria's Municipal Code.

    B. Location and sizes of all proposed water mains, sewer mains, water meters, water service lines, backflow prevention devices, private sewer lateral connections, and storm drainage facilities in abutting streets or on the project site.

i. Each unit or lot shall be served by a sanitary sewer system, adequate domestic water system, natural gas, electric, and telephone facilities. Cable television facilities shall be provided pursuant to Chapter 15 of Title 9 of Santa Maria's Municipal Code. If these are not existing, they shall be proposed to be installed as part of this project.

C. Location, quantity, and orientation of trash enclosures

D. All parcel lines and easements crossing the project site.

E. Locations and dimensions of all existing and proposed driveways and sidewalks

F. Location of existing and proposed fire hydrants

G. Required public improvements.

H. Limits of frontage improvements

**FEES**

33. Utilities Connection Fees: For all development projects already connected to the utility system, the water and wastewater fees shall be based **solely on an increase in water meter size or a change in use** and shall be calculated and collected prior to installation of the larger meter or making a change in use. The State Water Reimbursement Fee shall be collected concurrently with the Growth Mitigation Fee. The following fees are to be paid by the applicant and will be collected at time of request for connection at the Building Division, 110 South Pine Street, Room 101.

A. Water Mitigation Fee: The fee is calculated based on the size of water meters (domestic, landscape, fire) serving the site. The fee shall be based upon the codes and rates in effect at the time of building permit issuance (Santa Maria Municipal Code (S.M.M.C.) Sections 8-15.01 through 8-15.15 and 8-15.19).

B. Wastewater Mitigation Fee: The fee is calculated based on the size of water meters (domestic) serving the site. The fee shall be based on the codes and rates in effect at the time of building permit issuance (S.M.M.C. Sections 8-15.01 through 8-15.15 and 8-15.20).

C. State Water Reimbursement Fee: The fee is calculated based on the size of water meters (domestic, landscape, fire) serving the site. The fee shall be based on the codes and rates in effect at the time of building permit issuance (S.M.M.C. Section 8-10.05.01).

34. Traffic Mitigation Fee: The traffic mitigation fee shall be paid by the applicant at time of occupancy. The fee is based on the size and proposed use of the project. The final fee calculation is based on the fee schedule in effect at the time of building permit issuance (S.M.M.C. Sections 8-15).

Except as provided in the Downtown Specific Plan, the City Council may consider allowing qualifying commercial and industrial development the ability to pay growth mitigation fees as outlined in the current fee schedule over a period of time. The

maximum amount of time for payback shall be five years. The payments shall be made yearly, and interest shall be paid. Interest calculations shall be based on the average annual interest rate for the Local Agency Investment Fund. Qualifying companies who wish to pursue this option shall sign an agreement, in a form approved by the City Attorney, and shall provide financial security guaranteeing payment.

**STREET AND FRONTAGE CONDITIONS**

35. Frontage Repair: The developer shall repair any cracked, broken, or uplifted curb, gutter, sidewalk, or alley within the project frontage. City Public Works inspection staff will determine the extent of the frontage repair in the field prior to construction. An encroachment permit will be required prior to issuance of a building permit for these repairs.

36. Sidewalk ADA Compliance: The developer shall remove and replace any sidewalk within the project frontage that does not meet ADA cross-slope requirements.

37. Intersections: Sight distance requirements shall be maintained at the intersection of any street, alley, or driveway improved for vehicular traffic per S.M.M.C. Sections 12-27.02 and 12-27.03.

38. City Encroachment Permit: The developer shall obtain an encroachment permit from the Public Works Engineering Division prior to any work in public streets, alleys, or easements (S.M.M.C. Section 8-6.06).

**WATER CONDITIONS**

39. Additional Water Fixtures: If service is existing and additional fixture units are to be added to the water service, the service lateral and meter size shall be evaluated by the developer's engineer to determine if it is adequate for the increased water usage; if it is not adequate, the developer shall be responsible to install an appropriately-sized service lateral and meter per City Standards.

40. Privately Owned On-site Water Lines: Water lines for fire suppression shall be separated from water lines used for domestic water.

41. Fire Suppression Line: Fire suppression lines shall be constructed with appropriate Double Check Detector Assembly (DCDA) fire service backflow prevention assemblies per Standard Detail WA-27F at connection to the public main, located at the property line. These fire service backflow prevention assemblies separate privately owned and maintained water lines from public water lines. On-site fire hydrants and fire sprinklers shall be supplied from this on-site water line and connections shall occur after the backflow prevention assembly. If multiple connections or a looped system is required to meet fire flow requirements, each connection to the Public main shall have an appropriate DCDA.

42. Fire Hydrants: The location, placement, and sizing of on-site water lines and fire hydrants shall be approved by the City Fire Department and Public Works Department.

43. Backflow Prevention: Reduced pressure principle (RP) type backflow prevention assemblies shall be installed on all domestic water services. The devices shall be installed near the property line before any branches by a licensed plumber according to City specifications and standard drawings. The devices shall be tested by a certified backflow prevention tester with test results submitted to the City's Regulatory Compliance Specialist prior to final occupancy.

**WASTEWATER CONDITIONS**

44. Municipal Code: Discharge into the City's sewer system shall comply with municipal code discharge restrictions and requirements (S.M.M.C. Section 8-12).

45. Additional Sewer Service: If additional plumbing fixtures are to be served by an existing lateral, the lateral size shall be evaluated by the developer's engineer to determine if it is adequate for the increased sewage. It the lateral is smaller than what is necessary, the developer shall be responsible to install an additional sewer lateral per City and California State Health Agency standards.

**STORM WATER CONDITIONS**

46. Construction Storm Water Requirements (Site > 1 Acre): The developer shall obtain a Storm Water Pollution Prevention Plan (SWPPP) prepared by Qualified SWPPP Developer (QSD). The SWPPP must be reviewed and approved by the Public Works Department prior to issuance of grading and encroachment permits. The developer shall submit the SWPPP and file a Notice of Intent (NOI) with the Central Coast Regional Water Quality Control Board. The submittal is typically handled online through the Regional Board's SMARTs website. (https://smarts.waterboards.ca.gov/smarts/).

47. SWPPP Review Fee: The developer shall submit a hard copy and an electronic copy of the SWPPP for review and approval prior to any building permit issuance. A SWPPP review fee will be invoiced prior to approval.

48. Cost Estimate and Treasurer's Trust: A detailed cost estimate for the installation and maintenance of the Best Management Practices (BMPs) to be implemented as defined by the SWPPP will be generated from the City's SWPPP review. Prior to grading permit issuance, the developer shall submit a cash deposit in the amount of the approved cost estimate to be held as a Treasurers Trust. The Treasurer's Trust is intended to guarantee installation and maintenance of the required BMPs. The City will draw from this Treasurer's Trust in the event the developer/contractor does not install or maintain the required BMPs. The Treasurer's Trust shall be returned after Certificate of Occupancy is issued, minus any funds expended by the City to install/maintain the required BMPs on behalf of the developer/contractor.

49. SWPPP/Post-Construction Requirement Monitoring Encroachment Permit: Prior to issuance of grading permits, the developer shall obtain an encroachment permit from the Public Works Office to cover inspection of the approved SWPPP and installation of required Post-Construction Requirements. Permit and inspection fees will be due when the permit is issued and expiration of the encroachment permit will be based on the construction schedule identified in the SWPPP Notice of Intent. Time extensions will require additional funds to be provided to cover the additional inspections.

**FLOOD CONTROL CONDITIONS**

50. Santa Barbara County Flood Control District: Developer shall submit the hydrologic and hydraulic study, plans, and plan check fee for Santa Barbara County Flood Control District review. Santa Barbara County Flood Control District shall approve the studies and plans prior to building permit issuance.

51. Storm Drainage: The applicant shall provide on-site retardation facilities designed and constructed to Public Works and Community Development requirements prior to occupancy. The facilities shall be designed to accommodate the increased drainage water flow of a twenty-five year storm event as a result of new development. Developer shall provide hydrologic and hydraulic study detailing assumptions, calculations, and design of the on-site retardation.

    The applicant shall submit a grading plan for review and approval by Public Works and Community Development prior to issuance of building permits. *Refer to the "Grading Plan Information" handout distributed by Community Development for guidance. The developer shall also submit the preliminary grading plan to the Santa Barbara County Flood Control District for review and approval prior to issuance of building permits. The developer shall obtain Flood Control District certification on all new flood control facilities prior to bond release.*

**POST-CONSTRUCTION STORM WATER CONDITIONS**

52. Post-Construction Storm Water: The Central Coast Regional Water Quality Control Board requires that all new projects that create or replace 2,500 square feet or more of impervious area must follow the post-construction requirements (PCRs). The Stormwater Technical Manual and further guidance on completing an SCP are available online (https://www.countyofsb.org/2324/New-Redevelopment).

    A. The developer shall demonstrate project compliance with the PCRs by submitting a Stormwater Control Plan (SCP) using the template provided in the Stormwater Technical Guide.

    B. The SCP shall include a site plan, Stormwater Control Measure (SCM) sizing calculations, details of bioretention design, and dimensions of drainage management areas.

C. The SCP shall include an Operation and Maintenance (O&M) plan, detailing how the site and required post-construction improvements shall be maintained into perpetuity by the owner.

D. A SCP is required and shall receive preliminary approval from the Public Works Department prior to discretionary approval of the Planning Permit. The developer shall resubmit the SCP with the Building Plan submittal for final review and approval. The resubmittal is to account for any necessary changes to the site plan between entitlement and construction.

E. Underground Chambers: For developments proposing to utilize underground chamber systems for the basis of stormwater management, the inlets, chambers, and any infrastructure that drains to the underground chamber system shall be cleaned, and video inspection provided to verify the performance of the underground chamber system wasn't compromised during project construction activities. Cleaning and maintenance of this infrastructure shall be followed as per the manufacturer's specifications and the approved stormwater operations and maintenance plan. All cleaning and maintenance activities shall be documented and provided to the Utilities Department, Regulatory Compliance Division on an annual basis.

F. As required by *Section D, Field Verification of Post-Construction Stormwater Measures, of the California Central Coast Regional Water Board Resolution R3-2013-0032, Post-Construction Stormwater Management Requirements for Developments Projects in the Central Coast Region*, the Developer shall secure a qualified third-party (registered professional engineer, geologist, architect and/or landscape architect) for purposes of inspection, verification, and certification of all Stormwater Control Measures (SCMs) to ensure site design, water quality treatment, runoff retention, and/or peak management controls have been implemented in accordance with the Regional Water Board's Post-Construction Requirements.

G. Grading plans shall include the following language:

   i. Provide installation elevation by licensed surveyor to Public Works Department, Engineering Division within seven calendar days of installation.

   ii. Provide basin dimension and depth, including outlet structure cross section with elevations, signed and stamped by the Engineer of Record who prepared the Stormwater Control Plan to the Public Works Department, Engineering Division, within seven calendar days of installation.

   iii. Provide copy of invoice of installed gravel and bioretention soil media, along with photo-documentation of complete structure cross sections to Public Works Department, Engineering Division, within seven calendar days of installation.

H. The following shall occur prior to final SCP approval:

i. Engineer of Record that prepares the SCP shall provide documentation of critical design elements in structures that are underground, buried, or otherwise hard to verify after installation. Critical elements include elevations of the bottom of bioretention, top of gravel, and overflow structures.

ii. The property owner shall sign a Post-Construction Stormwater Control Measures Maintenance Agreement form with the City of Santa Maria. The form will be provided by Public Works after the final review of the SCP. The agreements shall be approved, signed, and attached to the property address prior to issuing the Certificate of Occupancy.

**SOLID WASTE CONDITIONS**

53. Multi-family and Commercial/Industrial Facilities: As mandated by state law, this development is required to comply with all applicable laws and regulations pertaining to solid waste disposal and recycling, the City of Santa Maria Mandatory Organic Waste Disposal Reduction Ordinance No. 2021-10, Chapter 8-21, and Title 8, Chapter 8-11 of the City of Santa Maria Municipal Code.

A. The developer shall submit a site plan identifying location(s) of each solid waste enclosure ("Enclosure") to contain refuse and recycling (including single stream recycling and organics) bin(s)/container(s). The proposed location of each enclosure shall enable tenants to dispose of their refuse and recyclable materials safely and efficiently. The site plan shall be reviewed and approved by the City prior to issuance of building permits.

B. All Enclosures shall be constructed per City standard drawing MS-16B.

C. The proposed quantity of Enclosure(s) for the subject site shall be reviewed and approved by the City.

D. The service frequency of each bin/container shall be determined by the City.

E. Enclosure(s) shall be oriented to provide vehicle fork-in access when possible.

F. In cases where Enclosure(s) are proposed to be installed abutting structures, the common wall shall be of a non-combustible masonry-type material with no openings for vents or windows.

G. Enclosure(s) shall be reserved exclusively for solid waste bin(s)/container(s) storage. Miscellaneous boxes, bins, racks, grease containers, etc., is not permitted within the enclosure.

H. If City collection vehicles ("Collection Vehicles") will be traveling through a gated area to service bin(s)/container(s), the gates shall be equipped with a coded electronic keypad system.

I. The developer shall design site travel ways, entrance, and exit areas with sufficient space, free of obstructions (trees, oversized islands, etc.) to allow for Collection Vehicles to safely enter/exit the subject site to avoid damage to site property or Collection Vehicles. See City standard drawing MS-16B for guidance.

J. The developer shall design all site vehicle travel ways to withstand loads imposed by Collection Vehicles.

K. The developer shall submit a truck turning template route for solid waste service area. The Collection Vehicles must be able to enter and exit the site to gain access to the Enclosure(s) with minimal backing. Collection Vehicles have an inside turning radius of thirty-eight feet and an outside turning radius of fifty-five feet. See City standard drawing MS-16B for guidance.

54. The Director of Public Works, Planning Commission, and City Council reserve the right to modify conditions related to Chapter 8-6 of the S.M.M.C. if they deem it necessary to ensure compliance of the project with that Chapter 8-6 (S.M.M.C. Section 8-6.09).

**Fire Department**

55. Key Box. A SMFD approved key box shall be provided at the main entrance to each building/tenant space. The box shall contain all keys necessary to allow Fire Department access to all portions of the building or tenant space.

a. The box shall be installed in accordance with the manufacturer's specifications and placed so the bottom of the box is 60 inches above the adjacent grade. The proposed location of the box shall be shown, or this note placed on future plan submittals.

b. Key box application is available online at http://www.ci.santa-maria.ca.us/40463-KnoxBoxRequestForm.pdf. The key box shall be ordered prior to occupancy request.

c. Knox Box 3200 Series is the minimum acceptable box for commercial installations. Knox boxes identified as "Residential" shall not be used for commercial applications.

56. Address Numbers. Numbers shall be clearly visible from the centerline of the roadway fronting the building and shall contrast with their background. Number height shall be a minimum of twelve inches for commercial buildings. The proposed location and design of address numbers shall be shown, or this note placed on the plans (CFC Section 505 & SMMC Section 9-28.050).

57. Access Roads. An approved SMFD access road shall extend to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building (CFC Section 503 & SMMC Section 9-28.050).

    a. Minimum road standards shall be four-inch class II road base compacted to 95 percent and an all-weather surface such as asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds (CFC Appendix D102.1 and SMMC Section 9-28.050).

    b. The minimum unobstructed width for buildings below 30 feet is 24 feet. (CFC Appendix D105 and SMMC Section 9-28.050).

    c. Overhead vertical clearance shall be a minimum of 15½ feet (CFC Section 503.2.1 & SMMC Section 9-28.050).

    d. Access roads, permanent or temporary, shall be installed and approved by the SMFD prior to vertical combustible construction (CFC Section 501.4).

58. Turning Radius. The minimum turning radius shall be designed to accommodate the SMFD's ladder truck. The proposed fire access turning radii shall be verified by submittal of design drawings created by Auto Turn software or equivalent. Turn radius specifications are available by request CFC Appendix Section D103.3).

59. Temporary Fire Access Road Signage. Temporary access signage shall be placed at each entrance to the project (when necessary) to delineate construction and fire access. Signage design is provided in SMFD Development Guidelines. These signs shall be installed prior to combustible construction (CFC Appendix D101.1).

60. Temporary Access Roads. Plans for temporary access roads shall be reviewed, inspected and approved by the SMFD prior to construction in accordance with CFC Section 501. Temporary access roads shall be constructed with compacted base, curbs and gutters prior to vertical combustible construction. Access roads shall be maintained clear and unobstructed for the duration of the construction project (CFC Section 503.2.2).

61. Fire Lane Signs. "No Parking, Fire Lane" signs shall be posted at entrances. Signs shall be designed per SMFD Development Guidelines. All curbing in a designated Fire Lane or fire access way shall be painted red with "Fire Lane, No Parking" graphics stenciled every 100 linear feet or as otherwise designated on approved plans (CFC Section 503.3, Appendix D103.6 & SMMC Section 9-28.050).

62. Fire Flow. Fire flow shall comply with CFC, Appendix B. The minimum fire flow for this project shall be 1,000 gallons per minute (based on Type V-B Construction, with fire sprinklers, as required).

63. Fire Hydrants. Fire hydrants shall be installed per City of Santa Maria Public Works Standards and shown on the plans.

a. Fire hydrant spacing and distribution shall comply with CFC Section 507 and CFC Appendix C. Fire hydrants shall be spaced at an average of 500 feet and at no point shall exceed 250 feet from a fire hydrant on a fire apparatus access road. Fire hydrants shall be installed and operational prior to vertical combustible construction.

b. Fire hydrants shall be equipped with one (1) four-and-a-half inch (4 ½") outlet and two (2) two-and-a-half inch (2 ½") outlets.

c. The SMFD, or a designated representative, shall inspect and approve all fire hydrant installations for operational readiness prior to combustible construction (CFC Section 501.4).

64. Fire Hydrant Protection. On-site fire hydrants shall be painted red and protected from impact in accordance with City of Santa Maria Public Works Standards and SMFD Development Guidelines (CFC Section 507.5.6 & SMMC).

65. Water Mains. Water Mains shall be installed per City of Santa Maria Public Works and NFPA standards. The minimum main size shall be eight inch, or as determined by hydraulic calculations CFC Section 507 & SMMC).

66. Hydrant Markers. Reflective blue dot fire hydrant location markers shall be installed (SMMC).

67. Fire Sprinkler Systems. An automatic fire sprinkler system is required for this project (CFC Section 903 & SMMC Section 9-28.060).

a. All commercial fire sprinkler systems shall be equipped with a local water flow alarm.

b. Deferred submittal of fire sprinkler plans, and calculations is required. The plans and calculations shall be wet stamped, on every sheet, by a registered Fire Protection Engineer (FPE) licensed in California when required by the fire code official.

68. Fire Department Connection (FDC). FDCs shall be located on the front access side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved by the Fire Chief or his/her designee (CFC Section 912). The FDC shall:

a. Face the public street or fire lane fronting the protected building and be installed so the center line of the connection is a minimum of 36 inches above finished grade.

b. Within 40 feet of an approved roadway or driveway and arranged so that hose lines can be readily attached to the inlets without interference.

c. Within 75 feet of an approved fire hydrant.

d. Be equipped with Knox Brand locking caps.

69. Fire Alarm System. A fire alarm system shall be installed in accordance with the CFC and NFPA 72 standards. The fire alarm system shall be certificated by Underwriters Laboratories or an equivalent nationally recognized organization CFC Section 907 & SMMC 9-28.060).

    a. Deferred submittal of fire alarm plans is required. The plans shall be wet stamped, on every sheet, by a registered FPE licensed in California if required by the fire code official.

    b. A fire alarm system, at a minimum incorporating tamper switches on control valves and a Central Station service for the water flow alarm shall be installed for the fire sprinkler system.

70. Fire Extinguishers. Fire extinguishers shall be located and sized in accordance with CFC Section 906.

71. Emergency Responder Radio Coverage. New buildings shall have approved radio coverage for emergency responders within the building based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building (CFC Section 510).

**Recreation and Parks Department**

72. Tree Species. Credit shall be provided for existing street trees. Existing palm trees are to be protected in place across the full span of site work construction. Proposed Bay Laurels are acceptable as presented.

73. Tree Specifications (Advisory). The street trees shall be 24-inch box in size and have a minimum caliper of 1.5 inches. The trees shall be planted six feet behind the sidewalk by a licensed landscape contractor in accordance with the plans and specifications of the Recreation and Parks Department. An irrigation system shall be provided for the trees.

74. Tree Bonding (Advisory). Street tree bonding shall be for six tree plantings at $275 each totaling $1,100.00. Tree bonds are to cover a one-year establishment starting at issuance of the Occupancy Permit. Street tree requirements and bond amount are a maximum subject to change during building permit review. The tree bond is due at time of building permit issuance as a cash or surety bond delivered to Recreation and Parks at 615 S. McClelland Street, Santa Maria, CA 93454.

75. Tree Planting (Advisory). Any nursery stock tree planted without inspection and approval by the Recreation and Parks Department shall be deemed defective and be removed by the person(s) responsible for the planting at their own expense. All plant material shall not be root bound or contain girdling roots. Street tree location(s) shall be approved onsite by the Special Districts Supervisor prior to installation.

76. Landscape Plans (Advisory). The following shall be noted on the landscape plan: "the final locations of street trees shall be determined on-site by the Special Districts Supervisor. Twenty-four hour notice is required for inspection prior to planting, (805) 925-0951 ext. 2346. Installation shall be in accordance with Recreation and Parks Department specifications."

77. Development Fees (Advisory). Per the Municipal Code, several Recreation and Parks Development Fees may apply to this project.

    a. Commercial Growth Mitigation $0.01/square foot
       Note: fees are reviewed annually and are subject to change.

78. Landscape District (Advisory). This project is included in the Southwest Landscape Maintenance District. The signed and notarized "Petition Requesting Annexation" form is due at time of building permit issuance. It can be returned to the Recreation and Parks Department, 615 S. McClelland Street, Santa Maria, CA 93454.

**NOTES:**

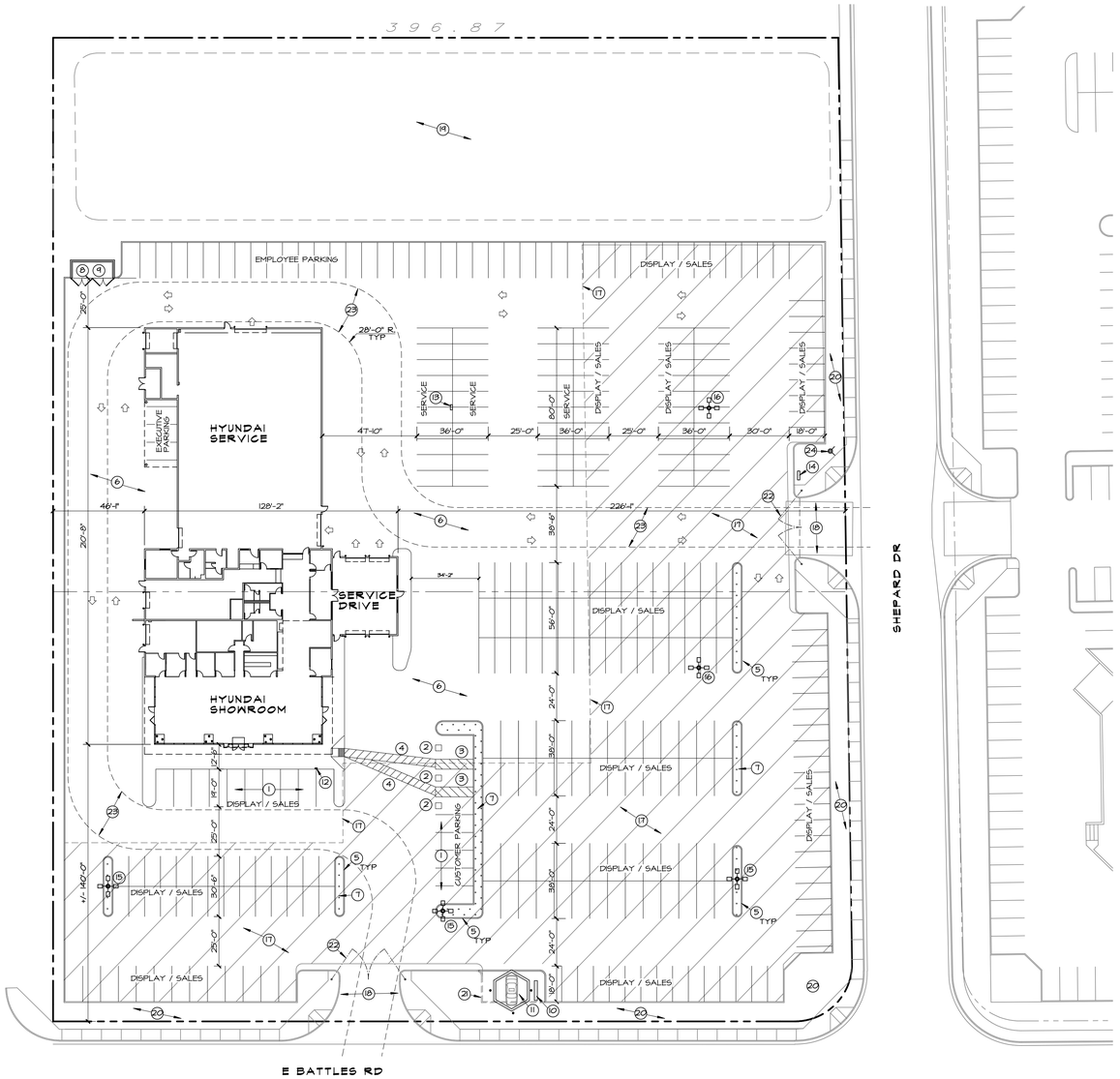
In accordance with Section 12-35.109 of the Municipal Code, this permit is not valid until the 15th calendar day following the issuance of the permit, providing no appeal is filed; or if an appeal is filed, this permit is not valid until the effective date of the final action on the appeal.

This permit will not be valid until the applicant and property owner have submitted signed acknowledgment of their consent to the conditions, in accordance with Section 12-35.109 of the Santa Maria Municipal Code, to the Planning Division of the Community Development Department.

In accordance with Section 12-35.501 of the Municipal Code, this permit shall become null and void if the development authorized is, or has been, unused, abandoned, discontinued, or development has not been commenced within a period of three years. However, the approval body may consider extensions of time for additional periods of up to two years each. A written request justifying the need and the appropriate filing fee filed with the Community Development Department shall be submitted prior to the expiration date.

In accordance with Section 12-35.504 of the Municipal Code, failure to comply with any of the conditions stated above may be cause for revocation or modification of this permit, in addition to any other penalties provided by law.

All conditions of approval are to be completed prior to occupancy unless otherwise stated, and are to be maintained in perpetuity.




N SITE PLAN

1"=30'
0' 5' 10' 20' 30'

## SITE ANALYSIS

| | |
|---|---|
| A.P.N. | 128-174-006 / 128-174-005 |
| ZONING | PD-A/C-2 |
| SITE DRAINAGE: | EXISTING DRAINS TO STREETS |
| SITE AREA: | 198,916 SF (4.6 ACRES) |
| NUMBER OF STORIES: | 1 |
| CONSTRUCTION TYPE: | V-B |
| SPRINKLERS: | YES |
| EXISTING USE: | PARKING LOT |
| PROPOSED USE: | AUTO DEALERSHIP |
| MAX. HEIGHT PER ZONING: | 70' |
| BUILDING OCCUPANCY | |
| SHOWROOM: | B |
| SERVICE SHOP / PARTS: | S-1 |
| BUILDING AREAS | |
| CAR DEALERSHIP / SERVICE SHOP: | 19,178 SF |
| ALLOWABLE AREA - GROUP B BASE ALLOWABLE AREA (CBC TABLE 506.2): | 36,000 SF |
| LANDSCAPE AREA: | +/-51,507 SF (25.89% OF SITE) |
| EXISTING PAVED SURFACE: | +/- 68,650 SF |
| PROPOSED NEW PAVED SURFACE: | +/- 51,343 SF |

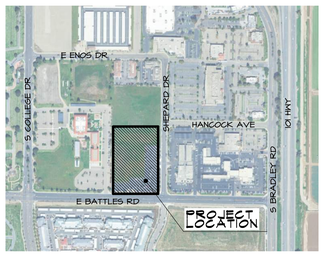
| ADJACENT USES | ZONING |
|---|---|
| NORTH: OFFICES | PD/CPO- COMMERCIAL & PROF. OFFICE |
| EAST: AUTO DEALERSHIP | PD-A/C-2 - GENERAL COMMERCIAL AUTO OVERLAY |
| SOUTH: MULTIFAMILY RESIDENTIAL | PD/R3 - HIGH DENSITY RESIDENTIAL |
| WEST: OFFICES | PD/PF - PUBLIC FACILITIES |

OFF-SITE PARKING REQUIRED

| | |
|---|---|
| CUSTOMER / EMPLOYEE (9,048 SF/ 310 SF): | 30 SPACES |
| 3 STALLS PER SERVICE BAY (14): | 42 SPACES |
| OUTDOOR SALES/DISPLAY AREA (174,738 SF / 3,120): | 58 SPACES |
| TOTAL: | 130 STALLS |

OFF-SITE PARKING PROVIDED

| | |
|---|---|
| DISPLAY / SALES : | 234 STALLS |
| CUSTOMER / EMPLOYEE PARKING : | 30 STALLS |
| SERVICE SHOP PARKING : | 42 STALLS |
| TOTAL: | 311 STALLS |




N VICINITY MAP

## KEYNOTES

1. 9'-0" WIDE x 19'-0" DEEP PARKING STALL PER CITY OF SANTA MARIA STANDARDS
2. 12'-0"x 19'-0" VAN OR 9'-0"x 19'-0" ACCESSIBLE PARKING STALL WITH 3'-0"x 3'-0" PAINTED STALL SIGN AND 70" SQ IN POLE MOUNTED PARKING SIGN DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY WITH AN ADDITIONAL SIGN OR LANGUAGE STATING "MINIMUM FINE $250.00" INCLUDE SIGN MOUNTED BELOW STATING "VAN ACCESSIBLE" WHERE APPROPRIATE PER CBC SECTION 1249- 80" MINIMUM HEIGHT TO THE BOTTOM OF ALL POLE SIGNS
3. 5'-0" MINIMUM WIDE ACCESSIBLE AISLE PARKING SPACES WITH THE WORDS "NO PARKING" IN 12" HIGH CONTRASTING LETTERS- SLOPE NOT TO EXCEED 2% IN ANY DIRECTION
4. 5'-0" WIDE MINIMUM CONCRETE AND AC PAVED WALK WITH SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%
5. CONCRETE CURB - SEE GRADING PLAN FOR ADDITIONAL INFORMATION
6. A.C. PAVING PER MINIMUM CITY STANDARDS VERIFY WITH FINAL SOILS REPORT
7. LANDSCAPE AREA / PLANTER WITH IRRIGATION, SHRUBS, GROUND-COVER, AND TREES PER CITY OF SANTA MARIA STANDARDS - TO REMAIN
8. APPROXIMATE LOCATION OF 8'-0"x 20'-0" (INTERIOR DIMENSIONS CURB TO CURB) CONCRETE BLOCK TRASH ENCLOSURE ON CONCRETE PAD PER CITY OF SANTA MARIA AND APPROVED DEVELOPMENT STANDARDS
9. APPROXIMATE LOCATION OF BUILDING OCCUPANT'S EXTERIOR RECYCLING STORAGE BIN(S) PER CALIFORNIA GREEN CODE SECTION 5.410.1- VERIFY FINAL LOCATION WITH OCCUPANT
10. HYUNDAI MONUMENT SIGN WITH DEALER NAME
11. VEHICLE DISPLAY PAD
12. COURTESY VEHICLE CHARGING STATION REQUIRED MIN. (1) 625 kW LEVEL-3 DC FAST CHARGER
13. INVENTORY LOT (MAINTENANCE VEHICLE CHARGING STATION REQUIRED MIN. (1) 625 kW LEVEL-3 DC FAST CHARGER
14. HYUNDAI DIRECTIONAL SIGN GDSI-DIR-48
15. EXISTING LIGHTING POLES TO BE RELOCATED - PAINT PER HYUNDAI STANDARDS
16. EXISTING LIGHTING POLES TO REMAIN - PAINT PER HYUNDAI STANDARDS
17. DASH LINE AND HATCH DENOTE EXISTING AC PAVING TO REMAIN
18. EXISTING DRIVE BREAK AND GATE TO REMAIN TO REMAIN - SEE CIVIL
19. EXISTING RETENTION BASIN - SEE CIVIL
20. EXISTING LANDSCAPE AND SIDEWALK PER SANTA MARIA STANDARDS TO REMAIN
21. DASHED LINE DENOTES PORTION OF EXISTING CURB AND GUTTER TO BE REMOVED
22. EXISTING MAN GATE TO REMAIN - SEE GENERAL NOTES
23. DASH LINE DENOTES FIRE ACCESS TURNING RADIUS PER CFC APPENDIX D103)
24. EXISTING FIRE HYDRANT APPROXIMATELY +/- 347'-3" TO FURTHEST POINT OF BUILDING

## GENERAL NOTES

1. ALL FINISHES AND MATERIALS SHOULD BE IN ACCORDANCE WITH THE GDSI 2.0 DESIGN MANUAL
2. SITE LIGHTING POLES, FIXTURES AND FINISH (BRONZE COLOR) MUST MATCH SPECIFICATIONS IN GDSI 2.0 FACILITY BRAND STANDARDS.
3. VEHICLE DISPLAY LOTS MUST BE PAVED WITH ASPHALT OR CONCRETE. STANDARD 6" HIGH CONCRETE CURBING OR CURB & GUTTER IS REQUIRED ADJACENT TO BUILDINGS AND AT ALL WALKWAYS, ISLANDS AND EDGE OF PAVEMENT.
4. VEHICLE DISPLAY PAD, REFER TO SECTION 4.4 OF THE DESIGN MANUAL FOR MORE INFORMATION.
5. LANDSCAPING SHOULD INCLUDE LOCALLY SUITABLE, LOW EVERGREEN PLANTINGS UTILIZED AROUND THE SHOWROOM, IN THE VEHICLE DISPLAY AREA AND ADJACENT TO ALL CUSTOMER WALKWAYS. SELECT SPECIES THAT WILL NOT BLOCK VISIBILITY OF THE VEHICLES AND FACILITY OR BECOME A MAINTENANCE ISSUE.
6. SITE WALLS AND FENCES, IF INCORPORATED, ALL WALLS AND FENCING MUST BE IN GOOD REPAIR. FENCE SHOULD BE STANDARD GALVANIZED OR BLACK VINYL FINISH. WALLS SHOULD BE PAINTED ANTLER VELVET TO COORDINATE WITH THE BUILDING. BARBED WIRE IS PROHIBITED.
7. A SMFD APPROVED KEY BOX SHALL BE PROVIDED AT THE MAIN ENTRANCE TO EACH BUILDING/TENANT SPACE. THE BOX SHALL CONTAIN ALL KEYS NECESSARY TO ALLOW FIRE DEPARTMENT ACCESS TO ALL PORTIONS OF THE BUILDING OR TENANT SPACE (CFC SECTION 506). BOX SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURES SPECIFICATIONS AND PLACED SO THE BOTTOM OF THE BOX IS 60 INCHES ABOVE THE ADJACENT GRADE.
8. PROVIDE KNOX BOX 3200 SERIES "MINIMUM" ADJACENT TO ALL GATES FOR FIRE DEPARTMENT EMERGENCY PER CFC SECTION 5035 & SMMC SECTION 9-28.050
9. AN APPROVED SMFD ACCESS ROAD SHALL EXTEND TO WITHIN 150 FEET OF ALL PORTIONS OF THE EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING, AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING CFC SECTION 503 & SMMC SECTION 9 -28.050, D. ACCESS ROADS, PERMANENT OR TEMPORARY, SHALL BE INSTALLED AND APPROVED BY THE SMFD PRIOR TO VERTICAL COMBUSTIBLE CONSTRUCTION (CFC SECTION 503.4).
10. TEMPORARY FIRE ACCESS ROAD SIGNAGE. TEMPORARY ACCESS SIGNAGE SHALL BE PLACED AT EACH ENTRANCE TO THE PROJECT (WHEN NECESSARY) TO DELINEATE CONSTRUCTION AND FIRE ACCESS. SIGNAGE DESIGN IS PROVIDED IN SMFD DEVELOPMENT GUIDELINES. THESE SIGNS SHALL BE INSTALLED PRIOR TO COMBUSTIBLE CONSTRUCTION (CFC APPENDIX D101)
11. TEMPORARY ACCESS ROADS. PLANS FOR TEMPORARY ACCESS ROADS SHALL BE REVIEWED, INSPECTED AND APPROVED BY THE SMFD PRIOR TO CONSTRUCTION IN ACCORDANCE WITH CFC SECTION 501. TEMPORARY ACCESS ROADS SHALL BE CONSTRUCTED WITH COMPACTED BASE, CURBS AND GUTTERS PRIOR TO VERTICAL COMBUSTIBLE CONSTRUCTION. ACCESS ROADS SHALL BE MAINTAINED CLEAR AND UNOBSTRUCTED FOR THE DURATION OF THE CONSTRUCTION PROJECT (CFC SECTION 503.2.2)
12. ADDRESS NUMBERS - NUMBERS SHALL BE CLEARLY VISIBLE FROM THE CENTERLINE OF THE ROADWAY FRONTING THE BUILDING AND SHALL CONTRAST WITH THEIR BACKGROUND. NUMBER HEIGHT SHALL BE A MINIMUM OF (12) TWELVE INCHES FOR COMMERCIAL BUILDINGS. THE PROPOSED LOCATION AND DESIGN OF ADDRESS NUMBERS SHALL BE SHOWN, OR THIS NOTE PLACED ON THE PLANS CFC SECTION 505 & SMMC SECTION 9-28.050

PDA INCORPORATED ARCHITECTS
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SANTA MARIA HYUNDAI

NEW CAR DEALERSHIP

957 E BATTLES RD
SANTA MARIA, CA

| DATE | ISSUED FOR |
|---|---|
| 3-28-25 | SITE PLAN REVIEW |
| 5-1-25 | |
| 7-11-25 | |
| | |
| | |

| NO. | REVISIONS |
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| 1 | |
| 2 | |
| 3 | |
| 4 | |

SITE PLAN

FILE NAME: 4350A1-0

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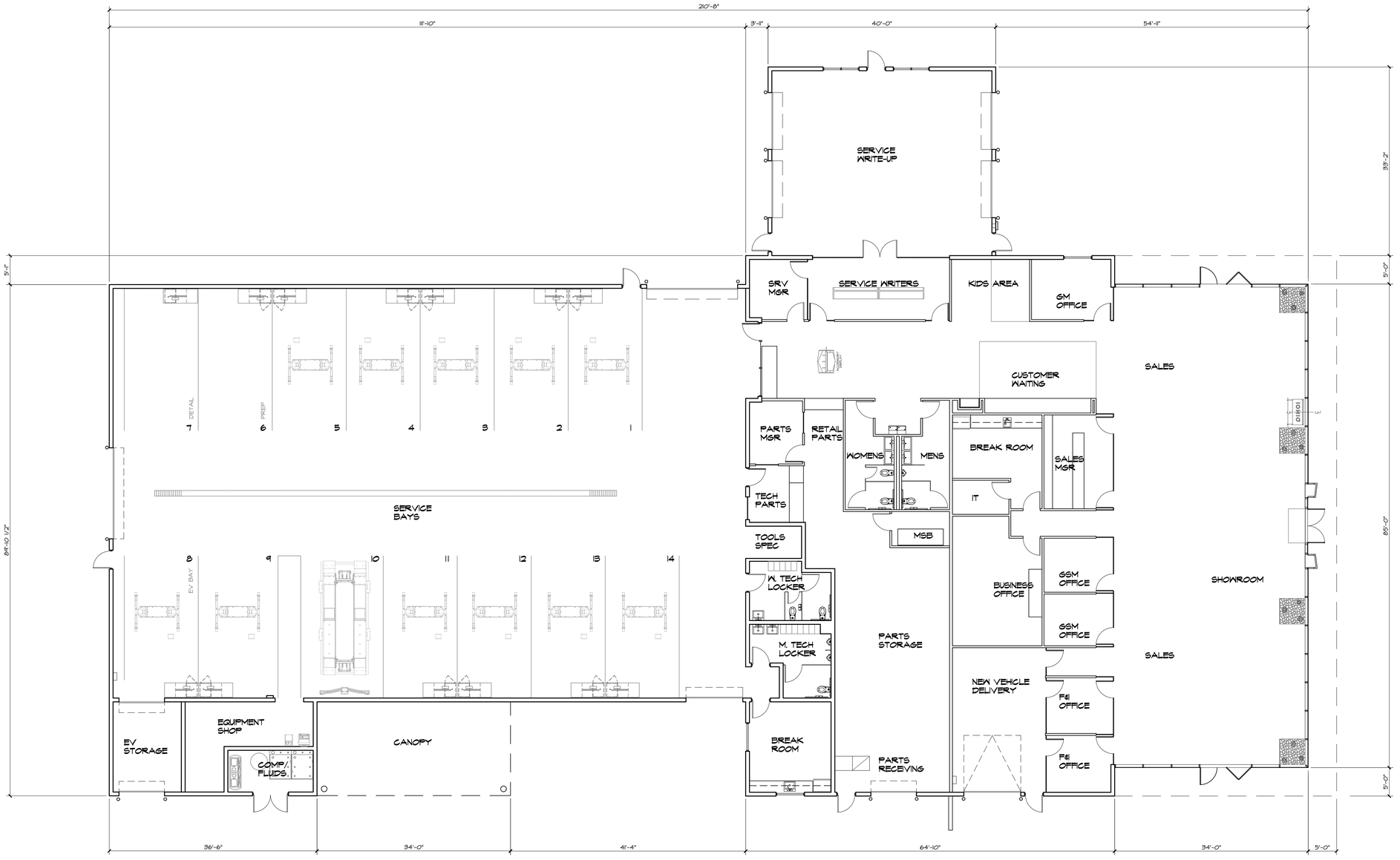
SPR-1.0




N FLOOR PLAN

1/8"

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| 3 | |
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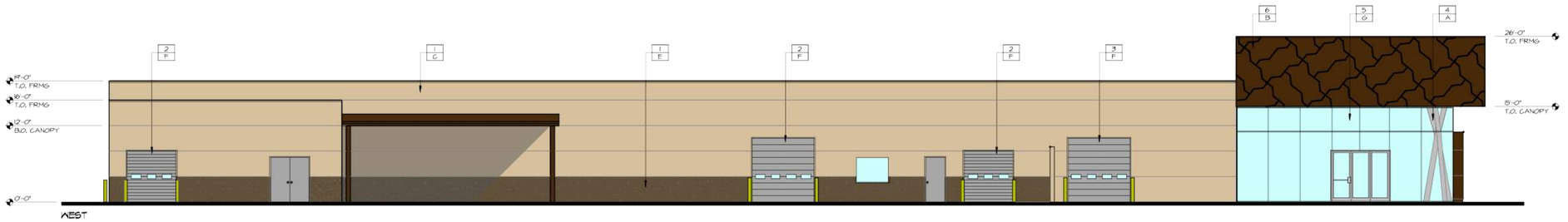
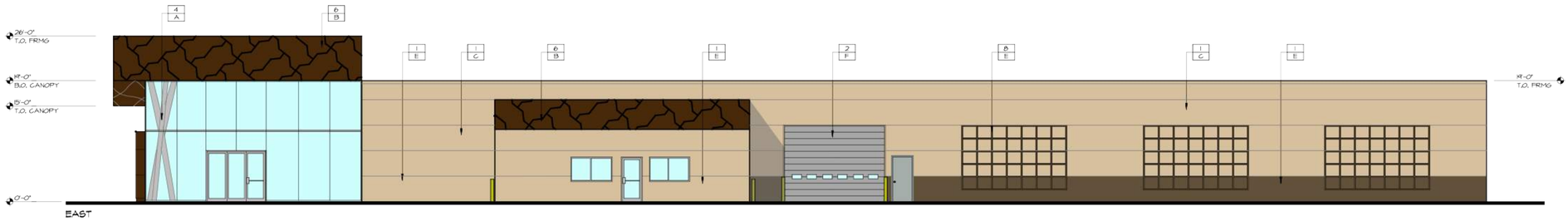
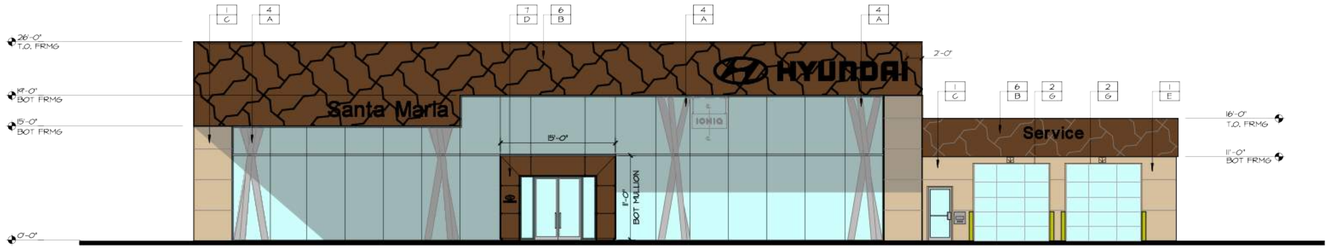
FLOOR PLAN

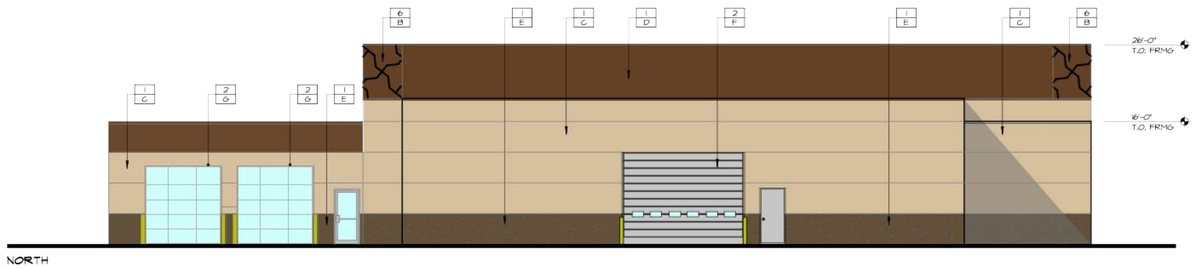
FILE NAME: 4350SPR2-0

SHEET
SPR-2.0




## MATERIAL & COLOR DESIGNATIONS

| | |
|---|---|
| # | MATERIAL NUMBER |
| x | COLOR DESIGNATION |

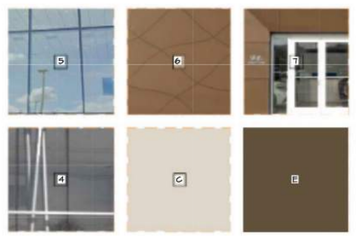
### MATERIAL DESIGNATIONS

1. STUCCO
2. METAL ROLL UP DOOR
3. ROLL UP STOREFRONT DOOR
4. DECORATIVE METAL PILLARS
5. ALUMINUM STOREFRONT
6. METAL PANELING
7. ENTRYWAY AND DOOR
8. TUBE-STEEL LATTICE

### COLOR DESIGNATIONS

A. FACTORY FINISH - METALLIC SLVER
B. FACTORY FINISH - METALLIC BROWN
C. TAN
D. BROWN
E. KAFFEE
F. FACTORY FINISH W/ VISION PANELS
G. GLASS

### MATERIAL & COLOR EXAMPLES




# EXTERIOR ELEVATIONS

1/8"



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SANTA MARIA HYUNDAI

NEW CAR DEALERSHIP

957 E BATTLES RD
SANTA MARIA, CA

| DATE | ISSUED FOR |
|---|---|
| 1-27-25 | SITE PLAN REVIEW |
| 7-11-25 | SITE PLAN REVIEW |

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| 1 | |
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EXTERIOR ELEVATIONS

FILE NAME: 4350SPR3-0

SHEET
SPR-3.0

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SANTA MARIA
HYUNDAI

NEW CAR
DEALERSHIP

957 E BATTLES RD
SANTA MARIA, CA

| DATE | ISSUED FOR |
|---|---|
| 5-28-25 | SITE PLAN REVIEW |
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| NO. | REVISIONS |
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EXTERIOR
RENDERING

FILE NAME: 4350SPR3-1

SHEET
SPR-3.1

## LEGEND

- PROPERTY LINE, RIGHT-OF-WAY, LOT LINE
- CENTER LINE
- EASEMENT LINE
- W — W — WATER
- FW — FW — FIRE WATER
- IRR — IRR — LANDSCAPE IRRIGATION
- SS — SS — SANITARY SEWER
- SFM — SFM — SEWER FORCE MAIN
- SD — SD — STORM DRAIN
- G — G — GAS
- T — TELECOMMUNICATIONS LINES
- JT — JT — DRY UTILITY JOINT TRENCH
- FIRE HYDRANT
- UTILITY POLE
- STREET LIGHT
- EXISTING TREE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- FLOW LINE
- PAVEMENT STRIPING
- PROPOSED BUILDING
- PROPOSED ASPHALT (HMA) PAVEMENT
- PROPOSED CONCRETE (PCC) PAVEMENT
- PROPOSED RIP-RAP (RSP)
- PROPOSED LANDSCAPE AREA
- WATER VALVE AND THRUST BLOCK
- SSCO — SEWER CLEANOUT
- S — SEWER MANHOLE
- SDCO — STORM DRAIN CLEANOUT
- D — STORM DRAIN MANHOLE
- YARD DRAIN / CATCH BASIN
- CURB INLET

## NOTES

1. THE EXISTING SITE CONDITIONS SHOWN HEREIN HAVE BEEN COMPILED BASED ON TOPOGRAPHIC FIELD SURVEYS AND AS-BUILT DRAWINGS OF THE EXISTING IMPROVEMENTS. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO VERIFY FIELD CONDITIONS, ESPECIALLY AT CRITICAL JOIN LOCATIONS AND REPORT ANY/ALL DISCREPANCIES IMMEDIATELY TO THE ENGINEER OF RECORD AND THE GOVERNING AGENT FOR THEIR REVIEW PRIOR TO CONSTRUCTION.
2. SUBSURFACE UTILITY DATA IS DEPICTED TO LEVEL "C" OF CI/ASCE 38-02 AS DEFINED IN THE GUIDELINE FOR DEPICTION OF EXISTING SUBSURFACE UTILITY DATA. REFER TO "UTILITY NOTES" ON THE GENERAL NOTES SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
3. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO CONTACT USA NORTH AT 811 BEFORE ANY TRENCHING OR EXCAVATION WORK.
4. THE PIPE LENGTHS SHOWN ARE TAKEN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. ACTUAL FIELD LENGTHS MAY VARY.
5. UTILITY TRENCHES SHALL BE CONSTRUCTED PER LOCAL PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AND IN CONFORMITY WITH THE RESPECTIVE UTILITY AGENCY'S REQUIREMENTS.
6. REFER TO GRADING AND DRAINAGE PLAN FOR DRAINAGE UTILITY INFRASTRUCTURE, APPURTENANCES, AND ASSOCIATED CONSTRUCTION CALLOUTS.
7. IF VERTICAL PIPE BENDS ARE REQUIRED BASED ON FIELD CONDITIONS, CONTRACTOR SHALL INSTALL BLOW-OFF ASSEMBLIES AT PROPOSED WATER MAIN LINE LOW POINTS AND COMBINATION AIR AND VACUUM RELEASE VALVES AT WATER MAIN LINE HIGH POINTS PER LOCAL PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AND IN CONFORMITY WITH THE RESPECTIVE UTILITY AGENCY'S REQUIREMENTS.

## CONSTRUCTION NOTES

### WATER:

- W-1 INSTALL 4-INCH C900 PVC FIRE WATER LINE PER CITY STANDARD WA-27F.
- W-2 INSTALL THRUST BLOCK AND FITTING PER CITY STANDARD WA-13.
- W-3 INSTALL FIRE SERVICE BACKFLOW PREVENTION ASSEMBLY PER CITY STANDARD WA-27F.
- W-4 INSTALL FIRE DEPARTMENT CONNECTION PER ARCHITECTURAL PLANS, DETAILS, AND CITY STANDARD WA-27F.
- W-5 TIE INTO EXISTING WATER SERVICE STUB PER CITY STANDARDS. CONTRACTOR TO POTHOLE AN VERIFIED LOCATION OF EXISTING UTILITY.
- W-6 CONNECT TO EXISTING WATER METER. CONTRACTOR TO POTHOLE AN VERIFIED LOCATION OF EXISTING UTILITY.
- W-7 INSTALL 1-INCH C900 PVC WATER SERVICE LATERAL PER CITY STANDARD WA-14A.
- W-8 CONNECT DOMESTIC WATER SERVICE LATERAL TO BUILDING. REFER TO MEP PLANS FOR PRECISE POINT-OF CONNECTION.
- W-9 PROTECT AND PRESERVE EXISTING FIRE HYDRANT.
- W-10 PROTECT AND PRESERVE EXISTING WATER VAULTS.
- W-11 EXISTING WATER METERS.

### SEWER:

- S-1 PROTECT AND PRESERVE EXISTING MANHOLE.
- S-2 PROTECT AND PRESERVE EXISTING CLEAN-OUT.
- S-3 INSTALL SANITARY SEWER CLEAN-OUT SS-14B.
- S-4 INSTALL 4-INCH PVC SANITARY.
- S-5 TIE INTO EXISTING SANITARY SEWER STUB PER CITY STANDARDS. CONTRACTOR TO POTHOLE AN VERIFIED LOCATION OF EXISTING UTILITY.
- S-6 CONNECT SANITARY SEWER SERVICE LATERAL TO BUILDING. REFER TO MEP PLANS FOR PRECISE POINT-OF-CONNECTION.

### DRY UTILITIES:

- U-1 PROTECT AND PRESERVE EXISTING STREETLIGHT.
- U-2 EXISTING STREETLIGHT TO BE REMOVE AND RELOCATED.
- U-3 INSTALL STREETLIGHT PER CITY STANDARDS.
- U-4 PROTECT AND PRESERVE EXISTING CABLE TELEVISION VAULT.
- U-5 PROTECT AND PRESERVE EXISTING STREETLIGHT VAULT.
- U-6 PROTECT AND PRESERVE EXISTING ELECTRIC VAULT.
- U-7 PROTECT AND PRESERVE EXISTING TELEPHONE VAULT.
- U-8 PROTECT AND PRESERVE EXISTING PGE VAULT.
- U-9 EXISTING 2-INCH Ø CONDUIT. CONTRACTOR TO POTHOLE AND VERIFIED LOCATION.

### STORMDRAIN:

- D-1 PROTECT AND PRESERVE EXISTING DRAIN INLET.
- D-2 PROTECT AND PRESERVE EXISTING STORM DRAIN MANHOLE.
- D-3 INSTALL CONCRETE CATCH BASIN WITH TRAFFIC-RATED GRATE BY MID SATATE CONCRETE OR APPROVED EQUAL; TOP OF GRATE (TG) AND PIPE INVERT (INV) ELEVATION PER PLAN. GRATE SIZED PER PLAN.
- D-4 INSTALL HDPE FLARED-END SECTION AT PIPE OUTLETS BY ADS OR APPROVED EQUAL AS SHOWN.

### GASLINE:

- G-1 TIE INTO GAS LINE; CONTRACTOR SHALL POTHOLE AND FIELD VERIFY LOCATION AND DEPTH PRIOR TO CONSTRUCTION.
- G-2 INSTALL GAS SERVICE LATERAL.
- G-3 PROPOSED POINT OF CONNECTION TO BUILDING PER MEP PLANS. REFER TO MEP PLANS FOR CONTINUATION OF PIPING .

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ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:
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957 E BATTLE RD
SANTA MARIA | CALIFORNIA | 93454

Client:
SANTA MARIA HYUNDAI
957 E BATTLES RD
SANTA MARIA | CALIFORNIA | 93454

CONCEPTUAL

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **DAM** DRAWN: **HC/JM**

REGISTERED PROFESSIONAL ENGINEER
DAVID A. MARCHELL
C65215
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA

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PROJECT NUMBER: 2025-28

DATE: **2025.05.29**

FOR GOVERNING AGENCY USE:

SHEET TITLE:
PRELIMINARY SITE AND UTILITY PLAN

SHEET NUMBER:
C1.1



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## PRELIMINARY GRADING AND DRAINAGE PLAN

## LEGENDS AND SYMBOLS

## CONSTRUCTION NOTES



## LEGEND

- PROPERTY LINE, RIGHT-OF-WAY, LOT LINE
- CENTER LINE
- EASEMENT LINE
- WATER
- FIRE WATER
- LANDSCAPE IRRIGATION
- SANITARY SEWER
- SEWER FORCE MAIN
- STORM DRAIN
- GAS
- TELECOMMUNICATIONS LINES
- DRY UTILITY JOINT TRENCH
- FIRE HYDRANT
- UTILITY POLE
- STREET LIGHT
- EXISTING TREE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- FLOW LINE
- PAVEMENT STRIPING
- PROPOSED BUILDING
- PROPOSED ASPHALT (HMA) PAVEMENT
- PROPOSED CONCRETE (PCC) PAVEMENT
- PROPOSED RIP-RAP (RSP)
- PROPOSED LANDSCAPE AREA
- WATER VALVE AND THRUST BLOCK
- SEWER CLEANOUT
- SEWER MANHOLE
- STORM DRAIN CLEANOUT
- STORM DRAIN MANHOLE
- YARD DRAIN / CATCH BASIN
- CURB INLET

1. THE EXISTING SITE CONDITIONS HAVE BEEN COMPILED BASED ON TOPOGRAPHIC FIELD SURVEYS AND AS-BUILT DRAWINGS. SUBSURFACE UTILITY DATA IS DEPICTED TO LEVEL "C" OF CI/ASCE 38-02. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO VERIFY FIELD CONDITIONS, ESPECIALLY AT CRITICAL JOIN LOCATIONS AND REPORT ANY/ALL DISCREPANCIES IMMEDIATELY TO THE ENGINEER OF RECORD FOR THEIR REVIEW PRIOR TO CONSTRUCTION.
2. ALL GRADING SHALL BE IN CONFORMANCE WITH APPLICABLE LOCAL GRADING ORDINANCES, THE STANDARDS AND REQUIREMENTS PERTAINING THERETO, THIS PLAN, AND THE RECOMMENDATIONS AND REQUIREMENTS OF THE SUPERVISING GEOTECHNICAL ENGINEER. REFER TO "GRADING NOTES" ON THE GENERAL NOTES SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
3. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO CONTACT USA NORTH AT 811 BEFORE ANY TRENCHING OR EXCAVATION WORK.
4. THE GEOTECHNICAL / SOILS REPORT, IN ITS ENTIRETY, SHALL BE CONSIDERED A PART OF THESE PLANS.
5. RETAINING WALL(S) ARE SHOWN FOR GRADING PURPOSES ONLY. REFER TO STRUCTURAL DESIGN AND DETAILS BY OTHERS.
6. THE CONTRACTOR SHALL PROVIDE CONCRETE SPLASH BLOCKS TO PREVENT EROSION WHERE ROOF DOWNSPOUTS DRAIN ONTO FINISH-GRADED SOILS OR LANDSCAPED AREAS.
7. NO GRADING, TRENCHING, OR GROUND DISTURBING ACTIVITIES SHALL BE CONDUCTED WITHIN THE CRITICAL ROOT ZONE OF TREES TO REMAIN.
8. ALL EXISTING OFF-SITE/FRONTAGE IMPROVEMENTS SHALL BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED ON THIS PLAN.
9. IF PRESENT, THE CONTRACTOR SHALL HANDLE, MODIFY, DEMOLISH, REMOVE, HAUL AND DISPOSE OF ANY ASBESTOS CEMENT MATERIALS IN CONFORMANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS, INCLUDING ALL REPORTING AND RECORD KEEPING REQUIREMENTS FOR ASBESTOS-CONTAINING MATERIALS. CONTRACTOR SHALL HAVE AN EMPLOYEE WITH A CURRENT ASBESTOS CEMENT HANDLING CERTIFICATION ON THE SITE AT ALL TIMES WHO WILL BE IN CONTROL OF ALL ASBESTOS CEMENT HANDLING OPERATIONS PERFORMED BY THE CONTRACTOR.

## PROTECTION

PROTECT AND PRESERVE IN PLACE:

1. EXISTING SIDEWALK.
2. EXISTING DRIVEWAY APPROACH.
3. EXISTING CURB AND GUTTER.
4. EXISTING VEHICULAR ASPHALT PAVEMENT.
5. EXISTING CONCRETE SWALE.
6. EXISTING BOLLARD.
7. EXISTING SIGN.
8. EXISTING GATE.
9. EXISTING CURB.
10. EXISTING CONCRETE C CHANNEL.
11. EXISTING CONCRETE V-GUTTER.
12. EXISTING DRAIN INLET.

## SITE PREPARATION

1. REMOVE AND PROPERLY DISPOSE OF EXISTING CONCRETE C CHANNEL.
2. REMOVE AND PROPERLY DISPOSE OF EXISTING CURB AND GUTTER.
3. REMOVE AND PROPERLY DISPOSED OF EXISTING BOLLARD.
4. REMOVE AND PROPERLY DISPOSE OF EXISTING CURB.
5. REMOVE AND PROPERLY DISPOSE OF VEHICULAR ASPHALT PAVEMENT.

## GRADING KEY NOTES

1. CONSTRUCT VEHICULAR ASPHALT PAVEMENT.
2. CONSTRUCT VEHICULAR CONCRETE PAVEMENT.
3. CONSTRUCT PEDESTRIAN CONCRETE PAVEMENT.
4. CONSTRUCT 6-INCH CONCRETE CURB WITH 18-INCH CONCRETE GUTTER.
5. CONSTRUCT 6-INCH CONCRETE CURB.
6. CONSTRUCT 6-FFET WIDE CONCRETE V-GUTTER.
7. CONSTRUCT 3-FFET WIDE CONCRETE V- GUTTER.
8. CONSTRUCT VEGETATED EARTHEN SWALE WITH REINFORCED MAT.
9. CONSTRUCT RIP-RAP ENERGY DISSIPATER.
10. CONSTRUCT BIORETENTION BASIN.
11. INSTALL 12" CATCH BASIN.
12. CONSTRUCT TRANSITION 6-INCH CONCRETE CURB WITH CONCRETE GUTTER.
13. CONSTRUCT CURB CUT.
14. CONSTRUCT CANTILEVER CURB.
15. CONSTRUCT ACCESSIBLE PEDESTRIAN CURB RAMP PER ARCHITECTURAL PLANS AND CALIFORNIA BUILDING CODE REQUIREMENTS.

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Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:
SANTA MARIA HYUNDAI
957 E BATTLE RD
SANTA MARIA | CALIFORNIA | 93454

Client:
SANTA MARIA HYUNDAI
957 E BATTLES RD
SANTA MARIA | CALIFORNIA | 93454

CONCEPTUAL

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **DAM** DRAWN: **HC/JM**

REGISTERED PROFESSIONAL ENGINEER
DAVID A. MARCHELL
C65215
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA
PRELIMINARY

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PROJECT NUMBER: 2025-28

DATE: **2025.05.29**

FOR GOVERNING AGENCY USE:

SHEET TITLE:
PRELIMINARY GRADING AND DRAINAGE PLAN

SHEET NUMBER:
C2.1

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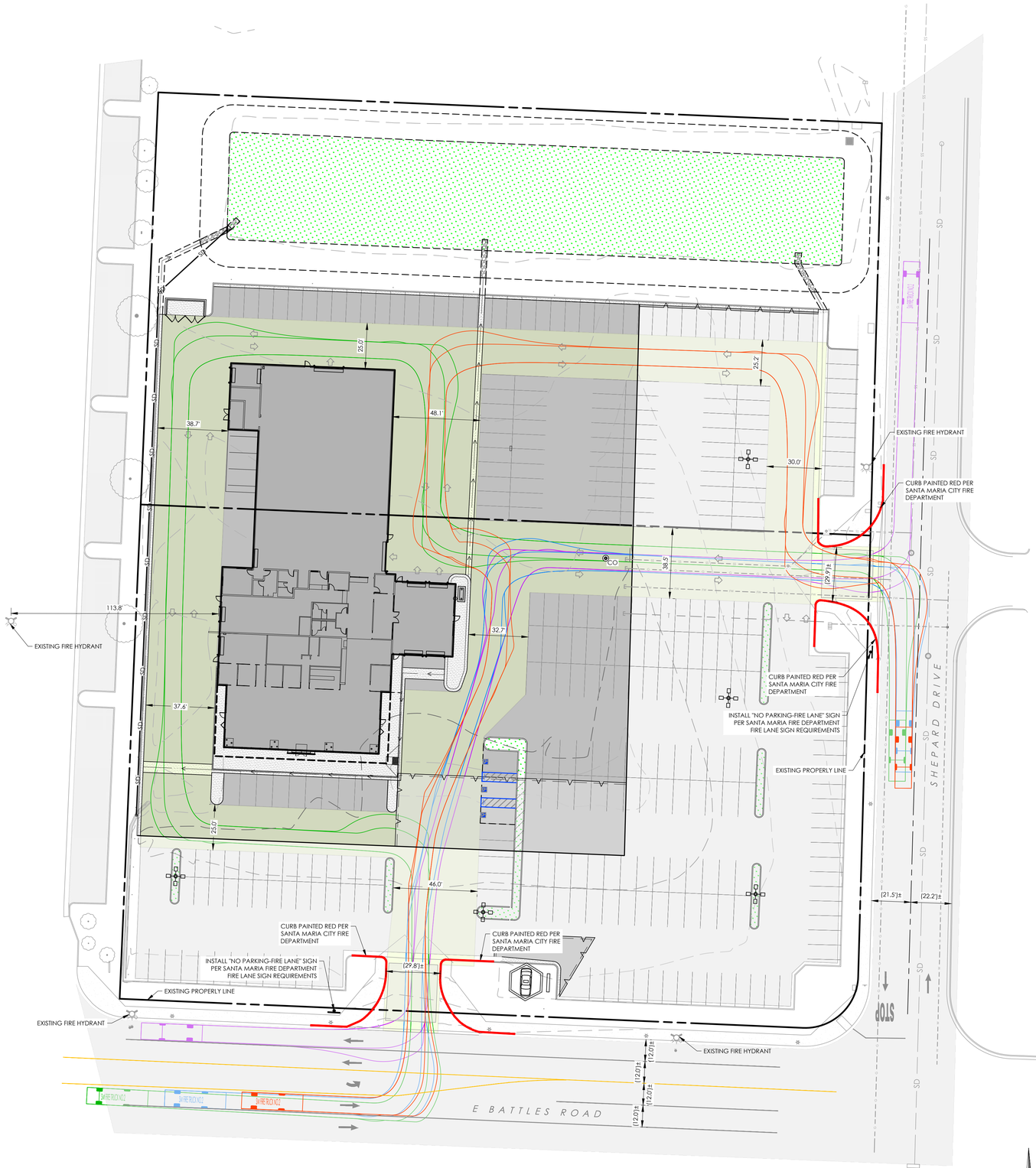



FIRE ACCESS PLAN

24

PROPERTY LINE, RIGHT-OF-WAY, LOT LINE
CENTER LINE
EASEMENT LINE
WATER
FIRE WATER
FIRE HYDRANT
STREET LIGHT
EXISTING TREE
PAVEMENT STRIPING
PROPOSED ASPHALT (HMA) PAVEMENT
PROPOSED CONCRETE (PCC) PAVEMENT
WATER VALVE AND THRUST BLOCK

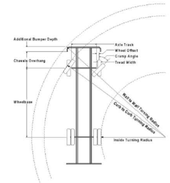
SYMBOL AND LINE TYPE LEGEND 11

Pierce

**Turning Performance Analysis** 04/05/2018

**Bid Number:** 426
**Department:** Santa Maria Fire

**Chassis:** Arrow XT Chassis, Tractor (Tiller)
**Body:** Aerial, Tiller, Alum Body




| Parameters: | |
|---|---|
| Inside Cramp Angle: | 45° |
| Axle Track: | 82.92 in. |
| Wheel Offset: | 4.68 in. |
| Tread Width: | 16.3 in. |
| Chassis Overhang: | 68.99 in. |
| Additional Bumper Depth: | 13 in. |
| Front Overhang: | 81.99 in. |
| Wheelbase: | 181.5 in. |

| Calculated Turning Radii: | |
|---|---|
| Inside Turn: | 14 ft. 1 in. |
| Curb to curb: | 27 ft. 10 in. |
| Wall to wall: | 31 ft. 10 in. |

**Comments:**

| Category | Option | Description |
|---|---|---|
| Axle, Front, Custom | 0644048 | Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Qtm/AX/TIDCF (425 Tires) |
| Wheels, Front | 0019611 | Wheels, Front, Alcoa, 22.50" x 12.25", Aluminum, Hub Pilot |
| Tires, Front | 0677592 | Tires, Front, Goodyear, G296 MSA, 425/65R22.50, 20 ply, Fire Service Load Rating |
| Bumpers | 0606542 | Bumper, 13" Extended, Arrow XT |
| Aerial Devices | 0786790 | Aerial, 107' ASL, Active Damping System, 750/500 Tip, 50 MPH Wind, Tiller |

**Notes:**

Actual Inside cramp angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for 9.00 inch curb.

| Definitions: | |
|---|---|
| Inside CrampAngle | Maximum turning angle of the front inside tire. |
| Axle Track | King-pin to King-pin distance of front axle. |
| Wheel Offset | Offset from the center line of the wheel to the King-pin. |
| Tread Width | Width of the tire tread. |
| Chassis Overhang | Distance of the center line of the front axle to the front edge of the cab. This does not include the bumper depth. |
| Additional Bumper Wheel | Depth that the bumper assembly adds to the front overhang. |
| Wheelbase | Distance between the center lines of the vehicles front and rear axles. |
| Inside Turning Radius | Radius of the smallest circle around which the vehicle can turn. |
| Curb to Curb Turning Radius | Radius of the smallest circle around which the vehicle's tires can turn. This measures assumes a curb height of 9 inches. |
| Wall to Wall Turning Radius | Radius of the smallest circle around which the vehicle's tires can turn. This measures takes into account any front overhang due to chassis , bumper extensions and or aerial devices. |

DESIGN VEHICLE USED 12

**SANTA MARIA FIRE DEPARTMENT**
**FIRE LANE SIGN REQUIREMENTS**

SIGN TO BE **WHITE** IN COLOR. LETTERING TO BE **RED** IN COLOR.
AUTHORITY: SMMC, TITLE 9-03.001,
SIGN TO BE MOUNTED SO BOTTOM OF SIGN IS 80 INCHES
ABOVE ADJACENT GRADE. SPACING TO BE 100 FEET APART.

10

FIRE LANE SIGN REQUIREMENTS 14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1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401


Project:
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957 E BATTLE RD
SANTA MARIA | CALIFORNIA | 93454

Client:
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957 E BATTLES RD
SANTA MARIA | CALIFORNIA | 93454

CONCEPTUAL

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **DAM** DRAWN: **HC/JM**

REGISTERED PROFESSIONAL ENGINEER
DAVID A. MARQUELL
C65215
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA
PRELIMINARY


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PROJECT NUMBER: 2025-28

DATE: **2025.05.29**

FOR GOVERNING AGENCY USE:

SHEET TITLE:
FIRE ACCESS PLAN

SHEET NUMBER:
C3.1


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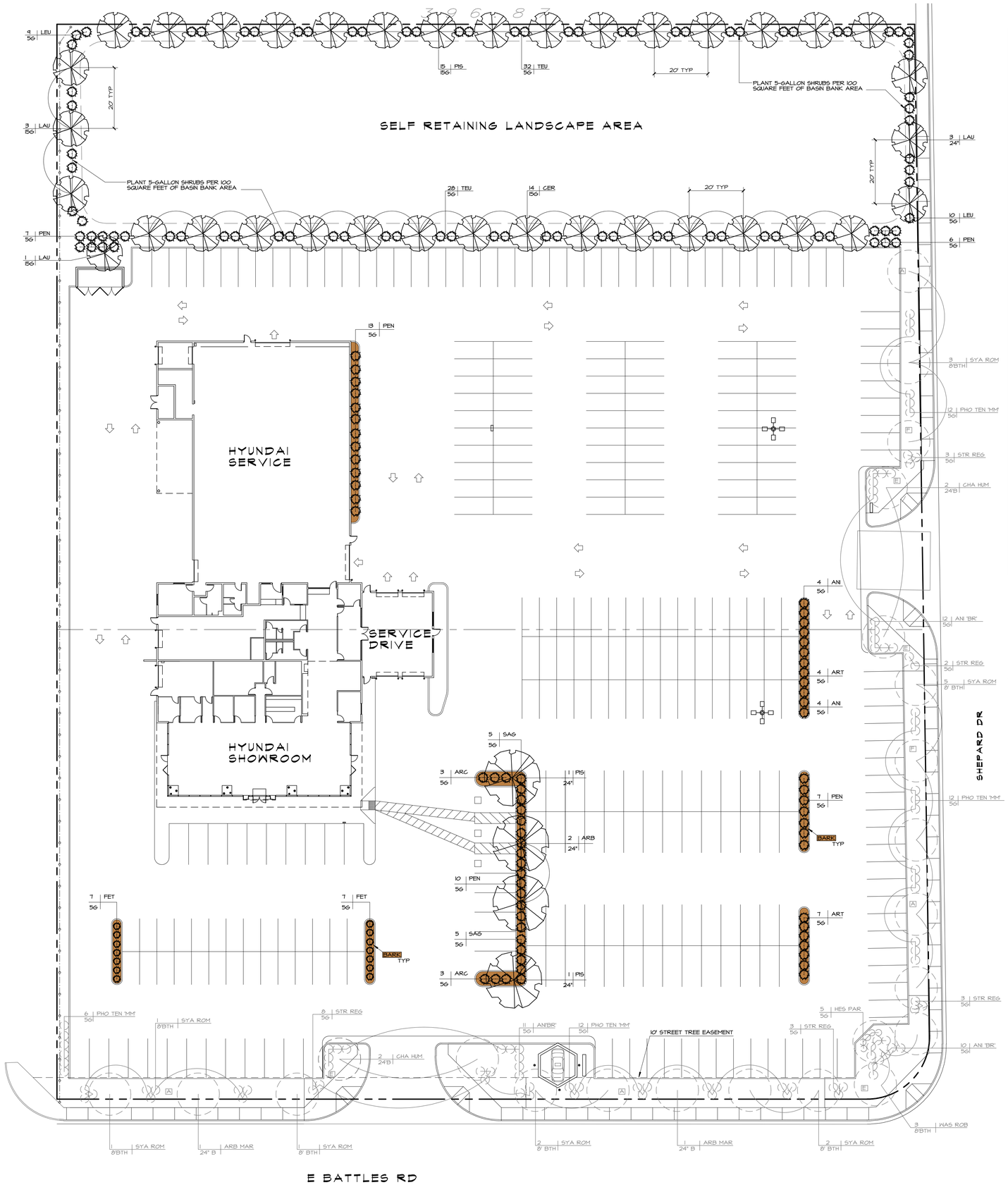



E BATTLES RD

## PLANT LIST

| | SIZE | BOTANICAL NAME / COMMON NAME | MWELO | |
|---|---|---|---|---|
| **TREES** | | | | |
| CHA HUM | 24" | CHAMAEROPS HUMILIS / MEDITERRANEAN FAN PALM | L | |
| SYA ROM | 8' BTH | SYAGRUS ROMANZOFFIANA / QUEEN PALM | L | |
| WAS ROB | 8' BTH | WASHINGTONIA ROBUSTA / MEXICAN FAN PALM | L | |
| ARB MAR | 24" | ARBUTUS MARINA / STRAWBERRY TREE | L | |
| CER | 15G | CERATONIA SILIQUA / CAROB TREE | M | |
| FRA | 15G | FRAXINUS UHDEI / SHAMEL ASH | M | |
| LAU | 15G | LAURUS NOBILIS / BAY LAUREL | M | |
| LAU | 24" | LAURUS NOBILIS / BAY LAUREL | M | |
| PIS | 15G | PISTACIA CHINENSIS / CHINENSE PISTACIA | L | |
| PIS | 24" | PISTACIA CHINENSIS / CHINENSE PISTACIA | L | |
| **SHRUBS** | | | | |
| ARN 'BR' | 5G | ANIGOZANTHOS 'BIG RED' / RED KANGAROO PAW | L | |
| PHO TEN 'MM' | 5G | PHORMUM TENAX 'MAORI MAIDEN' / DEWARF NEW ZEALAND FLAX | L | |
| STR REG | 5G | STRELITZIA REGINAE / BIRD OF PARADISE | M | |
| HES PAR | 5G | HESPERALOE PARVIFOLIA | L | |
| ANI | 5G | ANIGOZANTHOS 'KANGA RED' / KANGAROO PAW | L | |
| ARC | 5G | ARCHOSTAPHILOS HOOKERI / HOOKER'S MANZANITA | L | |
| ART | 5G | ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH | L | |
| FET | 5G | FETUCA MAIREI / ATLAS FESCUE | L | |
| PEN | 5G | PENNISETUM SETACEUM / FOUNTAIN GRASS | L | |
| SAG | 5G | SALVIA GREGGII / AUTUMN SAGE | L | |
| TEU | 5G | TEUCRIUM FRUITCANS / BUSH GERMANDER | L | |
| **GROUND COVER** | | | | |
| A | 12" OC FLATS | APTENIA CORDIFOLIA / RED APPLE | L | |
| E | 24" OC 1G | HEMEROCALLIS 'STARBURST SUSS' / EVERGREEN DAY LILY (ORANGE) | M | |
| F | 36" OCIG | LANTANA MONTEVIDENSIS / TRAILING LANTANA | L | |

| HYDRO ZONE DESIGNATION | | % OF PLANTS WATER USE MIX | MUCOLS/HYDRO ZONE WATER USE SETTING | SQ FT OF HYDRO ZONE COVERAGE | SQUARE FOOTAGE | HYDRO ZONE USE SETTING MULTIPLIED BY THE SQ FT % |
|---|---|---|---|---|---|---|
| ZONE | 1 | .01% M | 0.40 | 100 | 0.01 | 0.00 |
| ZONE | 2 | 13% L | 0.25 | 1,264 | 0.13 | 0.03 |
| ZONE | 3 | .03% M | 0.40 | 300 | 0.03 | 0.01 |
| ZONE | 4 | .03% M | 0.40 | 300 | 0.03 | 0.01 |
| ZONE | 5 | .03% M | 0.40 | 300 | 0.03 | 0.01 |
| ZONE | 6 | .77% L | 0.25 | 7,135 | 0.76 | 0.19 |
| | | | TOTAL SQ FT | 9,349 | AVG PLANT FACTOR FOR PLANT AREA | 0.27 |

| | |
|---|---|
| ZONE 1 | TREES |
| ZONE 2 | SHRUBS |
| ZONE 3 | TREES |
| ZONE 4 | TREES |
| ZONE 5 | TREES |
| ZONE 6 | SHRUBS |

| HYDROZONE WATER USE SETTING VALUE | |
|---|---|
| HIGH WATER USE PLANTS | 0.7 - 1.0 |
| MODERATE WATER USE PLANTS | 0.4 - 0.6 |
| LOW WATER USE PLANTS | 0.2 - 0.3 |
| VERY LOW WATER USE PLANTS | 0 - 0.1 |

### TREE SHADE REQUIREMENTS:

#### PARKING LOT (CUSTOMER PARKING) -8-STALLS

1. TOTAL AREA OF CUSTOMER PAVED PARKING LOT AREAS: 5,525 SFT.
2. TOTAL AREA SHADED BY TREE SHADE CANOPY: 2,220 SFT.
3. TOTAL SHADED AREA REQUIRED: 2,210 SFT.
4. TOTAL SHADED PARKING AREA PROVIDED: 5,525 SFT / 2,394 SFT = 43%

EVERGREEN TREES DESIGNED = 2
TOTAL TREES = 4
50%

| SYMBOL | BOTANICAL NAME/COMMON NAME | QTY @ FULL SHADE/SQFT. | QTY @3/4 SHADE/SQFT. | QTY @1/2 SHADE/SQFT. | TOTAL SQFT. |
|---|---|---|---|---|---|
| LAU | LAURUS NOBLES/FLOWERING CHEERY | 2 @ 491 SFT. | | | 982 SFT. |
| PIS | PISTACIA CHINENSIS PISTACIA | 2 @ 706 SFT. | | | 1,412 SFT. |
| | | | | | |
| | | | | | |
| | TOTAL | | | | 2,394 SFT. |

#### PARKING LOT (EMPLOYEE PARKING)-29 STALLS

1. TOTAL AREA OF EMPLOYEE PAVED PARKING LOT AREAS: 5,126 SFT.
2. TOTAL AREA SHADED BY TREE SHADE CANOPY: 2,24 SFT.
3. TOTAL SHADED AREA REQUIRED: 2,050 SFT.
4. TOTAL SHADED PARKING AREA PROVIDED: 5,126 SFT / 2,24 SFT = 43%

EVERGREEN TREES DESIGNED = 9
TOTAL TREES = 9
100%

| SYMBOL | BOTANICAL NAME/COMMON NAME | QTY @ FULL SHADE/SQFT. | QTY @3/4 SHADE/SQFT. | QTY @1/2 SHADE/SQFT. | TOTAL SQFT. |
|---|---|---|---|---|---|
| LAU | LAURUS NOBLES/FLOWERING CHEERY | 2 @ 491 SFT. | | | 982 SFT. |
| PIS | PISTACIA CHINENSIS PISTACIA | 2 @ 706 SFT. | | | 1,412 SFT. |
| | | | | | |
| | | | | | |
| | TOTAL | | | | 2,394 SFT. |

### MAXIMUM ALLOWED WATER ALLOWANCE (MAWA)

| | ETO CONV TO GAL. | ETAF | LAND AREA | ADD WA | SLA | |
|---|---|---|---|---|---|---|
| 1 - TREES | 47.7 | 0.62 | 0.450 | 100 | 0.3 | 0.00 | 1,331 |
| 2 - SHRUBS | 47.7 | 0.62 | 0.450 | 1,264 | 0.3 | 0.03 | 16,822 |
| 3 - TREES | 47.7 | 0.62 | 0.450 | 300 | 0.3 | 0.01 | 3,992 |
| 4 - TREES | 47.7 | 0.62 | 0.450 | 300 | 0.3 | 0.01 | 3,992 |
| 5 - TREES | 47.7 | 0.62 | 0.450 | 300 | 0.3 | 0.01 | 3,992 |
| 6 - SHRUBS | 47.7 | 0.62 | 0.450 | 7,135 | 0.3 | 0.19 | 94,955 |
| TOTAL MAWA | | | | 9,349 | | | 125,085 |

### ESTIMATED TOTAL WATER USE (ETWU)

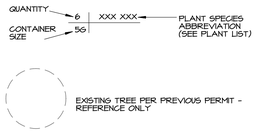
| | ETO CONV TO GAL. | ETAF | LAND AREA | IRRIG EFF | SLA | |
|---|---|---|---|---|---|---|
| 1 - TREES | 47.7 | 0.62 | 0.350 | 100 | 0.81 | 0 | 1,270 |
| 2 - SHRUBS/GCOVER | 47.7 | 0.62 | 0.350 | 1,264 | 0.81 | 0 | 16,051 |
| 3 - TREES | 47.7 | 0.62 | 0.350 | 300 | 0.81 | 0 | 3,810 |
| 4 - TREES | 47.7 | 0.62 | 0.350 | 300 | 0.81 | 0 | 3,810 |
| 5 - TREES | 47.7 | 0.62 | 0.350 | 300 | 0.81 | 0 | 3,810 |
| 6 - SHRUBS | 47.7 | 0.62 | 0.350 | 7,135 | 0.81 | 0 | 90,604 |
| TOTAL MAWA | | | | 9,349 | | | 119,353 |
| MAWA | | | | | | | 125,085 |

### ETAF CALCULATION

REGULAR LANDSCAPE AREA
AVERAGE ETAF .45

ALL LANDSCAPE AREA
SITEWIDE ETAF .45

### PLANT CALLOUT SYMBOL




### LANDSCAPE NOTES:

1. BASIN
   A. 15-GALLON TREES, 25' ON CENTER
   B. 5-GALLON SHRUBS PER 100 SQUARE FEET OF BASIN BANK
2. EXISTING LANDSCAPE REESTABLISHMENT
   A. MISSING AND/OR DEAD PLANT MATERIAL AND DAMAGED IRRIGATION SHALL BE REPLACED WITHIN THE EXISTING PERIMETER LANDSCAPE AREAS.
3. BARK
   A. ALL PLANTER BEDS TO RECEIVE +/-3" OF WALK ON BARK

N

PRELIMINARY LANDSCAPE PLAN

1"=20'
0' 5' 10' 20'



PDA ARCHITECTS INCORPORATED
LICENSED ARCHITECT
ROBERT D. PETERSEN
No. C-31688
5-27
RENEWAL
STATE OF CALIFORNIA
1330 22nd STREET, SUITE 100
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NOTICE TO CONTRACTORS
Written dimensions on these drawings and take precedence over scaled dimensions. Contractor and verify and be responsible for confirming all dimensions and shall notify the architect immediately of any discrepancies or field variations discovered.

HYUNDAI

NEW CAR DEALERSHIP

957 E BATTLES RD
SANTA MARIA, CA

| DATE | ISSUED FOR |
|---|---|
| 7-11-25 | SITE PLAN REVEW |
| | |
| | |
| | |
| | |

| NO. | REVISIONS |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |

PRELIMINARY LANDSCAPE PLAN

FILE NAME: 4350L1-0

SHEET
L-1.0

## INTERIOR

| Type | Picture | Mounting | Location | Color | Catalog Number | Wattage | Lumens | Color Temperature | Notes |
|---|---|---|---|---|---|---|---|---|---|
| A | | Inground | Showroom | Brass | XIG B LED 19 350 WW UE SP10 NA SST | 22 | 1445 | 3500K | |
| B | | Recessed | Showroom | White | LAD6 LED 41L UNV DIM1 40 WF TR6R SF HAZ C27 | 42 | 3849 | 4000K | |
| C | | Recessed | Customer Lounge Bathrooms | White | LAD6 LED 14L UNV DIM1 40 WF TR6R SF HAZ WH C27 | 14 | 1337 | 4000K | |
| D | | Recessed | Showroom | Black | LAD6 LED 41L UNV DIM1 40 WF TR6R HAZ BL C27 | 42 | 3849 | 4000K | |
| E4 | | Suspended | Electrical Room Parts Closets | White | SDL4 LED 50L FL UNV DIM1 50 80CRI | 31 | 4292 | 5000K | |
| E8 | | Suspended | Parts | White | SDL8 LED 100L FL UNV DIM1 50 80CRI | 52 | 7530 | 5000K | |
| F | | Suspended | Service Area | White | ALI2 LEDSE 30L LL W UNV DIM 50 HCH10 | 203 | 28908 | 5000K | |
| G | | Recessed | Hallways Offices | White | SLI22 LED HO NW UE | 36 | 3083 | 4000K | |
| G1 | | Recessed | Offices | White | SLI22 LED SS NW UE | 29 | 2408 | 4000K | |
| H4 | | Suspended | Vehicle Delivery Detail | White | EG3 4 LED 06L DA 50 UNV TCH10 | 60 | 7360 | 5000K | Suspended 12' |
| H8 | | Suspended | Vehicle Delivery Detail Carwash | White | EG3 8 LED 13L DA 50 UNV TCH10 | 118 | 14293 | 5000K | Suspended 12' |
| J | | Recessed | Breakrooms | White | GA24 LED SS NW UE P12 | 45 | 5160 | 4000K | |
| K | | Suspended | Service Reception | White | ALI2 LEDHE 12L LL W UNV DIM 50 HCH10 | 84 | 12789 | 5000K | |
| P | | Suspended Stem Mount | Customer Lounge | | 124W TF BIAX UNIV PMK36 .125FR GLS UE 841 | | | | |
| S | | Recessed | Exterior Entry | Black | LAD6 LED 25L UNV DIM1 40 WF TR6RL HAZ BL C27 | 22 | 2011 | 4000K | |

## EXTERIOR

| Type | Picture | Mounting | Location | Color | Description | Watt | Lumens | Color Temperature | Notes |
|---|---|---|---|---|---|---|---|---|---|
| A | | Pole D180 | Front Row | Bronze | MRM LED * SIL FTA L/R * DIM 50 70 BRZ | 53-390 | 4068-45460 | 5000K | 24' MH Steel Round Pole |
| B | | Pole D180 | Sales Lot | Bronze | MRM LED * SIL 5W * DIM 50 70 BRZ | 53-390 | 4068-45460 | 5000K | 24' MH Steel Round Pole |
| D | | Pole Single | Perimeter | Bronze | MRM LED * SIL FT * DIM 50 70 BRZ | 53-390 | 4068-45460 | 5000K | 24' MH Steel Round Pole |
| E | | Inground | Display Pad Exit | MSV | XIG B LED 19 350 CW UE FL40 MSV | 22 | 2066 | 5000K | |
| W | | Wall Mount | Exterior | Bronze | XWM FT LED 08 50 * BRZ | 29-82 | 3410-8610 | 5000K | |
| ALT | | Pole D180 | Front Row | Bronze | MRL LED * SIL FTA L/R * DIM 50 70CRI BRZ | 293-592 | 40818-70972 | 5000K | 24' MH Steel Round Pole |
| ALT | | Pole D180 | Sales Lot | Bronze | MRL LED * SIL 5W * DIM 50 70CRI CRZ | 293-592 | 40818-70972 | 5000K | 24' MH Steel Round Pole |
| ALT | | Pole Single | Perimeter | Bronze | MRL LED * SIL FT * DIM 50 70CRI BRZ | 293-592 | 40818-70972 | 5000K | 24' MH Steel Round Pole |
| ALT | | Pole D180 | Front Row | Bronze | MPH LED * SIL FTA * DIM 50 70CRI BRZ | 294-649 | 22830-68688 | 5000K | 24' MH Steel Round Pole |
| ALT | | Pole D180 | Sales Lot | Bronze | MPH LED * SIL 5W * DIM 50 70CRI BRZ | 294-649 | 22830-68688 | 5000K | 24' MH Steel Round Pole |
| ALT | | Pole Single | Perimeter | Bronze | MPH LED * SIL FT * DIM 50 70CRI BRZ | 294-649 | 22830-68688 | 5000K | 24' MH Steel Round Pole |

**CITY OF SANTA MARIA**
# PLANNING COMMISSION STAFF REPORT
SEPTEMBER 3, 2025

## SEASIDE PACKAGING WAREHOUSE AND DISTRIBUTION CENTER CONDITIONAL USE PERMIT AMENDMENT

**Property Location: 1300 Block of West La Brea Avenue**

Review of a Permit Amendment (A2024-0001) to a Conditional Use Permit (U2021-0002) for Seaside Packaging to construct a new 31,000 square-foot warehouse on a 6.18-acre site in the M-2 (General Manufacturing) district.

Environmental: The Project was adequately covered in previously adopted Final Mitigated Negative Declaration (SCH#2021120566*)* and only minor technical changes were required; therefore, an Addendum has been prepared pursuant to California Environmental Quality Act State Guidelines Section 15164.

**Planner Contact:** Cody Graybehl, 805-925-0951 ext. 2552;
cgraybehl@cityofsantamaria.org

**RECOMMENDATION:**
That the Planning Commission take the following actions:

1. Adopt a resolution to approve an Addendum to the Mitigated Negative Declaration prepared for the Seaside Packaging project; and
2. By motion, approve Permit Amendment A2024-0001

---

**BACKGROUND:**

The applicant, Seaside Packing Inc., proposes to construct a new 31,000 square-foot packaging warehouse and distribution facility on the remaining third of the undeveloped 6.18-acre project site. Seaside Packaging is a packaging distributor based in Oxnard, CA. They have been in this industry for 30 years and have existing locations in Santa Maria and Lompoc. The packaging products provided are primarily used by the Agricultural industry and include corrugated packaging, flexible packaging, plastic liners and ties/bands.

The 6.18-acre project site is located in a General Manufacturing (M-2) district (Exhibit A – Vicinity Map). The project site is adjacent to industrial development (truck dealership and truck facility) to the north and east which each have a corresponding M-2 zone designation. Undeveloped land used as a drainage basin for flood control is located to the west with a corresponding Open Space zone designation. A single-family residential

development, Heritage at Westgate Ranch, is located to the south with a corresponding PD/RSL-1 (Planned Development/Single Family-Small Lot Residential District) zone designation.

The Planning Commission approved the Conditional Use Permit for the existing Seaside Packaging and Distribution Center on March 16, 2022. The approval included the construction of a 40,854 square-foot building developing roughly two thirds of the property and leaving the remaining third vacant. To date, the project has been constructed and is currently operating.

Planning Commission Study Session

The project was presented to the Planning Commission at the August 7, 2025, study session public meeting. During the meeting the Planning Commission inquired about traffic and truck queuing along La Brea Avenue. Overall, the project was well received by the Planning Commission. There were no members of the public present to comment on the proposed project.

## DISCUSSION:

Project Operations

The project operations would include receiving daily deliveries of premade farm product packaging boxes from freight trucks. The freight trucks would park on the north side of the building, turn off their engines and unload the pallets of boxes. Forklift operators would transfer the boxes to the existing warehouse as necessary to supplement the box storage capacity of the existing warehouse building. Vans and flatbed trucks (farm trucks) would arrive at the project site daily to load the premade farm product packaging boxes from the existing warehouse and leave the site. No outdoor storage is proposed or permitted with this Conditional Use Permit. It is anticipated that a total of four to ten truck trips would occur per day, and that four employees would be working at the proposed warehouse.

The project is conditioned to limit the hours of operation to Monday to Saturday from 6:00 a.m. to 4:00 p.m. for employees, and from 7:00 a.m. to 4:00 p.m. for truck loading/unloading. The hours of operation will not extend to the late night or early morning hours. A condition of approval (Condition of Approval #2) is included which limits the project operations to the project description and plan set. Any changes to the project activities or hours of operation would first require review and approval by the Planning Division which may include an amendment to the permit.

Traffic

Recent studies completed for projects located within the study area show that the intersections adjacent to the site (Blosser Road/La Brea Avenue and Blosser Road/Stowell Road) currently operate at acceptable levels of service. A Traffic and Vehicle Miles (VMT) Analysis was completed by Associated Traffic Engineers, dated March 19, 2025, for the proposed project. The traffic study considered the cumulative impacts by including trip generation information from the existing operations and the proposed expansion. The study determined that the road network adjacent to the project site can accommodate the trips generated cumulatively with both buildings trip generation

considered. The cumulative VMT would also result in less than significant impacts as the number of average daily trips resulting from the project would not exceed the City's VMT screening threshold of 110 average daily trips.

The proposed warehouse building would be set back 63 feet from La Brea Avenue and the loading bay for the box deliveries is set back 304 feet. The applicant has incorporated sufficient setbacks and loading areas at the proposed facility to provide enough space for truck maneuvering to avoid the need for any idling on La Brea Avenue. There also is sufficient on-site drive aisle width for trucks and automobiles to navigate to either of the buildings without conflict. No storage or cooling of produce is proposed at the site, which otherwise could require lengthy idling at the project site.

Architecture

The proposed warehouse and distribution facility is designed to be compatible with the existing industrial development along the northern half of La Brea Avenue and utilizes the same materials as the existing warehouse building on-site. The industrial building would be two stories and 37 feet tall, which is below the maximum allowable height of 40 feet. The building would have a consistent exterior design and paint scheme on all elevations. The building materials incorporated include galvanized aluminum siding, a blue metal roof with trim and matching blue metal canopies and roll-up doors. The proposed roof and siding materials are compatible with the surrounding industrial development.

Parking

The proposed development would require one uncovered parking space for each one thousand forty (1,040) square feet of gross floor area (per Section 12-32.03(g)(1) of the Santa Maria Municipal Code (SMMC)), or 30 parking spaces. The plan provides 30 spaces which meets the SMMC requirement. Loading space is provided along the northern side of the proposed building.

Landscape

Section 12-44.04(U) of the SMMC requires that a minimum of 15 percent of the site shall be planted in landscaping. The applicant is proposing 26 percent of the project area for landscaped area (approximately 28,569 square feet). The landscaping is a mix of drought tolerant and local varieties. The landscaping is focused along the project frontage and side property lines to provide screening of the facility from La Brea Avenue. As proposed, nine street trees would be placed along La Brea Avenue providing shading and screening for the proposed industrial development. Sixteen trees would be mixed into the site along the northern and western sides of the proposed warehouse, and no tree removal is required. Species planted would include Strawberry Tree, CA Pepper and London Plane.

Environmental

A Mitigated Negative Declaration (MND) was reviewed for the initial warehouse development and adopted by the Planning Commission on March 16, 2022. The MND includes mitigation measures for the environmental impacts identified in the initial study in the topic areas of air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials and tribal cultural resources.

An Addendum to the Mitigated Negative Declaration (MND) was prepared for the proposed expansion in accordance with Section 15164 of the CEQA Guidelines. The Addendum concludes that there are no substantial changes which have occurred since the MND was adopted in respect to the circumstances under which this new warehouse project will be undertaken. There are no potential significant effects that have come to light in the review of the proposed warehouse project, which were not analyzed in the 2022 MND. The warehouse project does not involve any new significant environmental effects not otherwise addressed in the previously adopted MND and its mitigation monitoring program. Therefore, no further environmental review is required.

Attachments

- A – Vicinity Map
- B – Addendum
- C – Permit
- D – Plan Set

**Vicinity Map**
**Attachment A**

# ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION FOR SEASIDE PACKAGING WAREHOUSE (U2021-0002)

**Introduction**
This document is an Addendum to the Initial Environmental Study/Mitigated Negative Declaration (MND) for the Seaside Packaging Warehouse project (U2021-0002), adopted by the Santa Maria Planning Commission on March 16, 2022 (Resolution No. 2808). The Addendum has been prepared in accordance with the relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines as implemented by the City of Santa Maria. The City of Santa Maria was the lead agency for the MND and is the lead agency for the environmental review in this Addendum.

This Addendum addresses the proposed modifications in relation to the previous environmental review for the original project. As discussed below, the analysis demonstrates that the introduction of an additional warehouse project, Conditional Use Permit Amendment A2024-0001, as proposed, does not raise any new environmental issues, and that an Addendum to the adopted MND satisfies the requirements of CEQA.

**Purpose of the Addendum**
This Addendum addresses the proposed changes to the project as compared to the initial development of the site with the first warehouse building, Seaside Packaging Warehouse project. According to Section 15164 of the State CEQA Guidelines, an addendum to an Environmental Impact Report or MND is the appropriate environmental document in instances when only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

Section 15162 of the CEQA Guidelines describe the conditions under which a subsequent EIR or Negative Declaration must be drafted and distributed for public review:

1. *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

2. *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*

3. *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*

a. *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*

b. *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

c. *Mitigation measures or alternatives previously found not to be feasible, would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;*

d. *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

**Approved Seaside Packaging Warehouse Project**
On March 16, 2022, the Santa Maria Planning Commission approved a Conditional Use Permit for the Seaside Packaging Warehouse project. The Seaside Packaging Warehouse development approval included the construction of a 40,854 square-foot building developing roughly two thirds of the property and leaving the remaining third vacant.

To date, the project site has been developed as approved, and the warehouse began operating in 2024. The project site has also been development with frontage improvements that span the entirety of the parcel and include curb, gutter, sidewalk, landscape, street trees, gates/electric fences and driveways. The remaining project site area is undeveloped and consists of the space for a future warehouse building under review from this proposal (A2024-0001).

**Proposed Seaside Packaging Warehouse Building Two Project**
On January 29, 2024, the City of Santa Maria received a Conditional Use Permit Amendment application (A2024-0001) for Seaside Packaging to construct a new 31,000 square-foot warehouse on a 6.18-acre site in the M-2 (General Manufacturing) district. The proposed 31,000-square-foot warehouse would be located on the area of the site that is currently vacant. The total number of warehouse buildings would be increased from one to two, and there would be an increase in the total number of employees from six to ten.

The proposed changes resulting in an increase of 31,000 square feet of warehouse space is not a substantial change that would result in major revisions to the previous MND and would not result in new significant environmental effects or an increase in any previously identified significant effects. The proposed project is being developed consistent with the General Industrial General Plan Land Use Designation and General Manufacturing Zoning Designation. Therefore, the proposed increase in warehouse space of the Seaside Warehouse project would not introduce any new environmental effects.

**Figure 1 – Vicinity Map**

Project Site

N

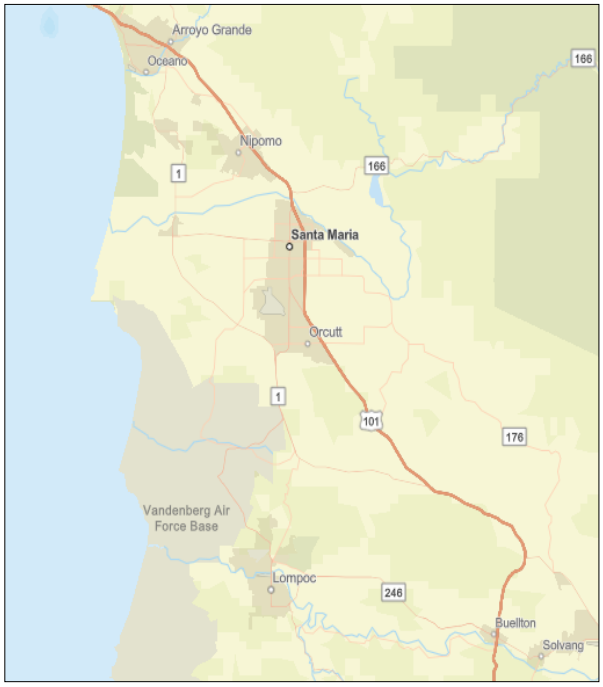


**Figure 2 – Project Location**

# CITY OF SANTA MARIA
# Environmental Checklist/Addendum to MND
## Seaside Packaging Warehouse Conditional Use Permit Amendment (A2024-0001)

1. **Project Title & Location**

   Seaside Packaging Warehouse Conditional Use Permit Amendment
   1475 West La Brea Avenue
   Santa Maria, CA 93458
   Assessor's Parcel Number: 117-240-034 (6.18 acres)

2. **Lead Agency, Contact and Preparer**

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

3. **Project Sponsor's Name and Address**

   Billy Owczarski
   Seaside Packaging, Inc.
   1450 East Wooley Road
   Oxnard, CA 93003

4. **General Plan Designation**

   General Industrial (GI)

5. **Zoning Designation**

   General Manufacturing (M-2)

6. **Brief Description of Project**

   The Seaside Packaging Warehouse Facility Conditional Use Permit Amendment project (Project) is a request to the City of Santa Maria (City) by Seaside Packaging, Inc. to construct a new 31,000 square-foot warehouse on a vacant portion of a 6.18-acre site in the M-2 (General Manufacturing) district in the western portion of the city (Figure 1). The project site is located at 1475 West La Brea Avenue, APN 117-240-034.

The proposed project operations would include receiving daily deliveries of premade farm product packaging boxes from freight trucks. The freight trucks would park on the north side of the building, turn off their engines and unload the pallets of boxes. Forklift operators would transfer the boxes to the existing warehouse as necessary to supplement the box storage capacity of the existing warehouse building. Vans and flatbed trucks (farm trucks) would arrive at the project site daily to load the premade farm product packaging boxes from the existing warehouse and leave the site. No outdoor storage is proposed or permitted with this Conditional Use Permit. It is anticipated that a total of four to ten truck trips would occur per day, and that four employees would be working at the proposed warehouse.

**7. Surrounding Land Uses**

Surrounding land uses, general plan designations, and zoning designations are summarized below.

| Direction | Land Use | General Plan Land Use Designation | Zoning Designation |
|---|---|---|---|
| North | Truck Dealership | GI | M-2 |
| South | Residential | Low Medium Density Residential (LMDR-8) | PD/RSL-1 |
| East | Trucking | GI | M-2 |
| West | Drainage Basin | Conservation Open Space (COS) | Open Space (OS) |

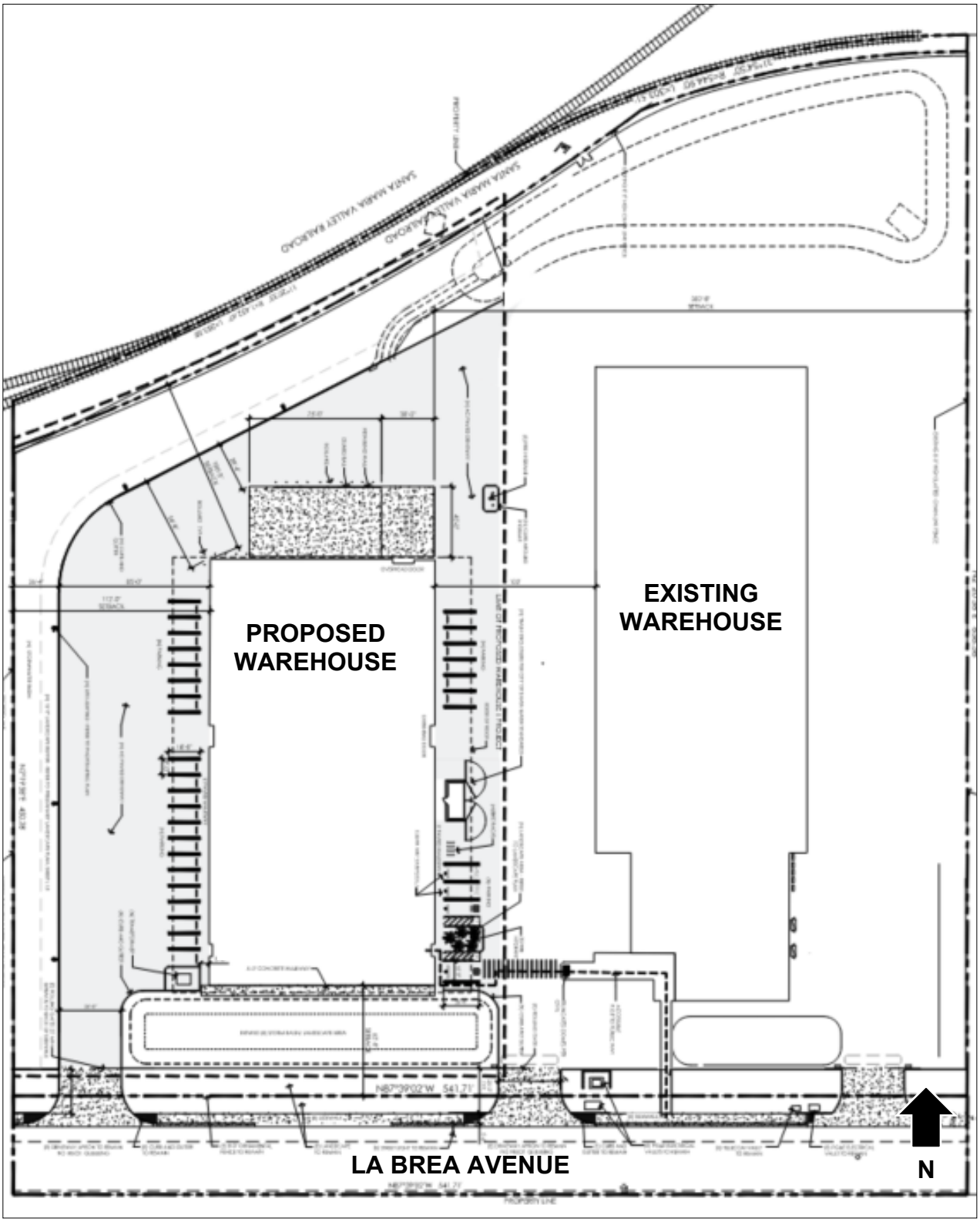
**8. Other Public Agencies Whose Approval Is Required**

None

**9. California Native American Tribes Consultation**

The city notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52, and pursuant to Public Resources Code section 21080.3.1 during the initial environmental review completed in 2022. This notification affords California Native American tribes the opportunity for consultation pursuant to Public Resources Code § 21080.3.1. The city received no responses to the notification with a request for additional information on the project. A mitigation measure was a requirement of the 2022 MND included in Section 18 – Tribal Cultural Resources, to address the potential for the project to impact previously unidentified tribal cultural resources that may be located at the sites. This measure would continue to apply to future development on the project site.

**Figure 3 - Proposed Site Plan**



**Adopted MND**
At the March 16, 2022, public hearing, the Santa Maria Planning Commission unanimously adopted the MND for the Seaside Packaging Warehouse project. Through Resolution No. 2808, the Planning Commission adopted a mitigation monitoring program with mitigation measures required to reduce potentially significant impacts from the project to less than significant levels. The MND identified Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials and Tribal Cultural Resources as having potentially significant effects. No significant impacts were identified in the topics of Aesthetics, Agriculture and Forest Resources, Biological Resources, Energy, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems and Wildfire.

**Potential Impacts of the Modified Project**
This addendum evaluates potential environmental impacts that could result from the Modified Project. Appendix G of the CEQA Guidelines provides a checklist of environmental issue areas that are suggested as the issue areas that should be assessed in CEQA analyses. This addendum tiers off the 2022 MND and addresses each of the environmental issue areas suggested by Appendix G of the CEQA Guidelines.

Potential environmental impacts of the Modified Project are considered in comparison with the 2022 MND to determine whether impacts associated with the Project are consistent with the impact analysis provided in the 2022 MND, and whether additional mitigation measures are required to minimize or avoid potential impacts. For the purposes of this impact analysis, the “Original Project” refers to the actions approved by the 2022 MND. All mitigation measures identified in the 2022 MND that are applicable to the Modified Project are listed in Appendix A of this Addendum.

**CEQA Guidelines Appendix G Environmental Checklist**

| | | | | | |
|---|---|---|---|---|---|
| □ | Aesthetics/ Visual Resources | □ | Agriculture and Forestry Resources | ■ | Air Quality |
| □ | Biological Resources | ■ | Cultural Resources | □ | Energy |
| □ | Geology/Soils | ■ | Greenhouse Gas Emissions | ■ | Hazards & Hazardous Materials |
| □ | Hydrology/Water Quality | □ | Land Use and Planning | □ | Mineral Resources |
| □ | Noise | □ | Population and Housing | □ | Public Services |
| □ | Recreation | □ | Transportation | ■ | Tribal Cultural Resources |
| □ | Utilities/Service Systems | □ | Wildfire | □ | Mandatory Findings of Significance |

## 1. Aesthetics/Visual Resources

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Have a substantial adverse effect on a scenic vista? | No | No | No | N/A |
| b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | No | No | No | N/A |
| 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 a 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? | No | No | No | N/A |
| d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? | No | No | No | N/A |

*Setting:*

The Project site is located in the City of Santa Maria, which is within Santa Barbra County. The proposal would be located on the remaining vacant one-third of the parcel on La Brea Avenue. The parcel is within the City's M-2 zoning district which permits warehousing and distribution activity, and two-thirds of the project site has been previously developed with a warehouse. There are no significant features or scenic resources located within the project areas or within the immediate vicinity of the site.

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

According to the 2022 MND, no prominent scenic vistas would be affected by development on the Original Project site. The Original Project site was located on a vacant parcel surrounded by residential and industrial development to the south and east as well as open

space and railroad tracks to the west and north. According to the City's Resources Management Element of the General Plan, there are no designated unique or important scenic vistas in the project area. However, scenic corridors along railroad rights-of-way have been identified in the Resources Management Element of the General Plan. The corresponding General Plan Land Use Designation of OS includes preservation of scenic corridors along railroad rights-of-way. While the project site is adjacent to railroad tracks, it is zoned M-2 and has a General Plan Land Use Designation of GI. Therefore, the project site is not meant to preserve any scenic corridor related to the adjacent railroad tracks. For these reasons, the 2022 MND determined that no impacts to scenic vistas would occur.

The Modified Project would construct a 31,000-square foot warehouse on a site recently developed with a warehouse. The addition of another building would not result in new obstructions or adverse effects on any scenic vistas. Therefore, the Project would not result in new or substantially more severe impacts to scenic vistas than those identified in the 2022 MND, and no mitigation measures for impacts to scenic vistas would apply to the project.

*b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

According to the 2022 MND, the Original Project site is not located adjacent to or near state scenic highways. The project site is approximately 1.40 miles from Highway 101 and is approximately 1.12 miles from State Route 166. The City's General Plan states that both Highway 101 and State Route 166 are eligible but have not been officially designated as a State or local scenic highway. The project would not require the removal or damaging of trees, rock outcroppings, or historic buildings within a state scenic highway. For these reasons, the 2022 MND determined no impact to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway would occur.

The Modified Project site is not visible from any eligible or officially designated State Scenic Highways. There are no trees, rock outcroppings, historic buildings, monuments, public art, or any other scenic resources identified on or in the vicinity of the Project site. Therefore, because the project is not visible from a scenic highway and there are no designated scenic resources onsite or in the immediate vicinity, the Project would not result in new or substantially more severe impacts to scenic resources than those identified in the 2022 MND. No mitigation measures for impacts to scenic resources would apply to the project.

*c. Would the project, 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 a 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?*

According to the 2022 MND, the Original Project site was located on a vacant parcel that is within the M-2 zone district in an urbanized area. The City's Municipal Code contains performance standards that address glare and light spillage. Consideration of the orientation of lighting and the intensity of lighting has been reviewed. The architecture and landscaping of the proposed project would be compatible with the existing industrial projects already built

along La Brea Avenue. Therefore, the 2022 MND determined that conflicts with applicable zoning and other regulations governing scenic quality would be less than significant.

The Modified Project is required to be designed in accordance with the standards and design guidelines for M-2 zoned areas and planned development overlay requirements, as detailed in the City's Zoning Ordinance. All architectural elevations, site plans, and landscape plans would be reviewed by the designated review authority for compliance with the adopted plans, policies and ordinances of the City prior to the project approval. Additionally, staff has reviewed an illumination summary provided in the Plan Set (see Appendix B) which demonstrates that the lights, when in use, will be focused onto the project site and are of an appropriate intensity and complies with City's performance standards. Therefore, the Modified Project would not result in new or substantially more severe impacts to the existing visual character or quality of the site than those identified in the 2022 MND. No mitigations to visual character of quality of the site would apply to the Project.

*d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

According to the 2022 MND, the Original Project would establish new lighting that would create a new source of light or glare upon nighttime views. The potential impacts of the proposed lighting have been analyzed through an illumination summary provided on the project plans which depicts the intensity of lighting throughout the project site, as well as in the immediate vicinity of the project site. The project site is surrounded by industrial and residential development with existing street, building and parking lot lighting that already impacts nighttime views. The illumination summary concluded that the new lighting would not create adverse physical effects on the areas within the immediate vicinity of the surrounding development because the lighting would meet the City's performance standards. Therefore, the 2022 MND determined impacts related to the creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area would be less than significant.

The Modified Project would be required to abide by all applicable Santa Maria Municipal Code (SMMC) regulations and specifications for light and glare. Therefore, the Project would not result in new or substantially more severe impacts from light and glare than those identified in the 2022 MND, and no mitigation measures for impacts from light or glare would apply to the project.

## 2. Agriculture and Forestry Resources

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | No | No | No | N/A |
| b. Conflict with existing zoning for agricultural use or a Williamson Act contract? | No | No | No | N/A |
| 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))? | No | No | No | N/A |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | No | No | No | N/A |
| 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? | No | No | No | N/A |

*Setting:*

The Santa Maria Valley possesses the soil and climatic conditions suitable for vegetable crops (i.e., broccoli, cauliflower and lettuce) and field crops (i.e., barley and corn) often yielding three to four crops per year. Strawberries are also grown in abundance. The City of Santa Maria's urban forest is comprised primarily of introduced native and drought-tolerant plant materials. The project site is located on an existing partially developed parcel on La Brea Avenue and is a flat space that primarily contains seasonally cut grasses.

a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

According to the 2022 MND, the Original Project would construct a warehouse and distribution facility on a site that is currently vacant and is not currently being utilized for agricultural activity. The Resources Management Element of the City's General Plan designates the project site as Class I and Class II prime soils area. The proposed project is located in an existing urban area developed by industrial and residential uses. The project would not convert any land from an agricultural use to a non-agricultural use. Additionally, after reviewing the California Department of Conservation's (DOC) California Important Farmland Finder which lists Prime Farmland, Unique Farmland and Farmland of Statewide Importance, the project site does not contain any of these types of land. Therefore, no impacts resulting from the conversion of any land identified as Prime, Unique or Farmland of Statewide Importance to non-agricultural use would occur. For these reasons, the 2022 MND determined no impacts to Farmland would occur.

Constructing the Project would not result in the conversion of Farmland to non-agricultural use because the project site is already graded and barren. Furthermore, the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Therefore, the Modified Project would not result in new or substantially more severe impacts to Farmland than those identified in the 2022 MND, and no mitigation measures for impacts to Farmland would apply to the project.

b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*

According to the 2022 MND, the subject property is not zoned for agricultural uses and is not currently being used for agricultural purposes. No Williamson Act contract exists at the project site. Therefore, no impact or conflict with existing zoning for agricultural use, or a Williamson Act contract would occur. For this reason, the 2022 MND determined that no impacts related to conflicts with agricultural zoning or a Williamson Act would occur.

The Project site is not zoned for agricultural use and is not subject to a Williamson Act Contract. Therefore, the Project would not result in new or substantially more severe impacts to existing zoning or a Williamson Act contract than those identified in the 2022 MND, and

no mitigation measures for such impacts would apply to the project.

c. *Would the project 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))?*

d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

According to the 2022 MND, there are no trees or forest land of any kind on the subject parcel, including the area proposed for development is currently approved for industrial development. For this reason, the 2022 MND determined that no impact to forest land would occur.

The Project site is zoned for industrial use, and there is no forest land of any kind on the site. Therefore, the Project would not result in new or substantially more severe impacts to forest land than those identified in the 2022 MND, and no mitigation measures for impacts to forest land would apply to the project.

e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

According to the 2022 MND, the subject parcel is zoned for industrial use and is not zoned for or developed with agriculture or forest related uses. The proposed project would not lead to changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland or Forest land to non-agricultural use or conversion of forest land to non-forest use. Therefore, the 2022 MND determined no impacts would occur.

The Project site does not contain any agricultural uses or forest lands. The entirety of the Project site is zoned for industrial use. Therefore, the Project would not result in new or substantially more severe impacts related to the conversion of Farmland or forest lands than those identified in the 2022 MND, and no mitigation measures for such impacts would apply to the Project.

## 3. Air Quality

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | No | No | No | Yes |
| 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? | No | No | No | Yes |
| c. Expose sensitive receptors to substantial pollutant concentrations? | No | No | No | N/A |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | No | No | No | N/A |

*Setting:*

The project site is located within the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. Both types of inversions limit the dispersal of air pollutants within the regional air shed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion. Santa Barbara County is designated nonattainment for the PM10 California Ambient Air Quality Standards (CAAQS) and nonattainment-transitional for the ozone CAAQS. Santa Barbara County is designated attainment or unclassified for all other CAAQS (SBCAPCD 2025). Santa Barbara County is designated attainment or unclassified for all National Ambient Air Quality Standards (NAAQS) (SBCAPCD 2025).

**Air Quality/Greenhouse Gas Study**

Rincon Consultants completed an Air Quality and Greenhouse Gas Emissions Study in July 2025 (Appendix C) which analyzes the potential air quality and greenhouse gas (GHG) emissions impacts related to both temporary construction activity and long-term operation of the Project as compared to the Original Project. Below is an impact discussion which draws from the results of the study.

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

According to the 2022 MND, The SBCAPCD Guidelines (2017) state that a project is consistent with the Clean Air Plan if its direct and indirect emissions have been accounted for in the Clean Air Plan's emissions forecast assumptions and if it would incorporate the standard fugitive dust control measures recommended by SBCAPCD during construction activities. The 2019 Ozone Plan's direct and indirect emissions inventory for the County as a whole is reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). The SBCAG generates population projections based on local General Plans. In this case, SBCAG utilized population projections contained in the City of Santa Maria's General Plan, which are based on existing and anticipated land uses in the city. The project would not result in new residential uses because it is an industrial development and would not require a zoning change that would result in additional employment opportunities beyond those anticipated for the site by the General Plan. Therefore, the project would not directly or indirectly contribute to an unplanned increase in population and would be consistent with the population projections on which the emissions forecast of the 2019 Ozone Plan is based. Furthermore, in accordance with standard practices in the City, the following standard SBCAPCD fugitive dust control measures would be required mitigation for project implementation. Therefore, the proposed project would be consistent with the applicable air quality plan, and impacts would be less than significant with mitigation incorporated.

The most recent Clean Air Plan ("2022 Ozone Plan") was published December, 15, 2022 (SBCAPCD 2022). In order to determine consistency with a Clean Air Plan, a project's direct and indirect emissions must be accounted for in the growth assumptions of the Clean Air Plan and the project must be consistent with the policies in the Air Quality Supplement of the County's Land Use Element (SBCAPCD 2015). Populations that remain within the 2022 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 Modified Project would not result in new residential uses because it is an industrial development. According to SBCAG's 2050 Regional Growth Forecast (2019), employment in the City of Santa Maria is projected to increase from 41,620 jobs in 2017 to 52,550 jobs in 2050. The project would result in an increase of four employees in the project region. Therefore, the project would not directly or indirectly contribute to an unplanned increase in population and would be consistent with the population projections on which the emissions forecast of the 2022 Ozone Plan is based. The project would not conflict with or propose to substantially change existing land use or applicable land use policies as designated in the

City's General Plan; therefore, the project was included in the 2022 Ozone Plan. Similarly, the project does not have any growth inducing features. Therefore, the Project would not result in new significant environmental effects or in a substantial increase in the severity of a previously identified significant effect relative to consistency with an applicable air quality plan with incorporation of the mitigation measures from the 2022 MND.

*b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Construction

According to the 2022 MND, construction activities would generate temporary air pollutant emissions associated with fugitive dust (PM10 and PM2.5), exhaust emissions from heavy construction vehicles, and reactive organic compounds (ROC) that would be released during the drying phase after application of architectural coatings. To address non-attainment in the area of PM10 construction related emissions related to grading activities are required. Specifically, fugitive dust control measures and diesel exhaust control measures are incorporated as mitigation. Therefore, the impacts generated from construction would be less than significant with mitigation incorporated.

The Project would generate temporary construction emissions. The primary source of ROGs, nitrogen oxides $NO_X$, carbon monoxide (CO), and sulfur oxides ($SO_X$) emissions is from internal combustion of construction equipment exhaust and on-road haul-truck trips, while the majority of particulate matter emissions occur as a result of fugitive dust emissions generated during grading and excavation activities. The primary sources of $PM_{10}$ and $PM_{2.5}$ emissions are clearing activities, excavation and grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed earth surfaces.

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. This analysis uses 25 tons per year as a significance threshold for construction-related emissions.

**Figure 4 – Construction Emissions Generated from Project**

| | Annual Emissions (tons per year) | | | | | |
|---|---|---|---|---|---|---|
| **Construction Year** | **ROC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| 2025 | <1 | 1 | 1 | <1 | <1 | <1 |
| 2026 | <1 | 1 | 1 | <1 | <1 | <1 |
| **Maximum Annual Emissions** | <1 | **1** | **1** | **<1** | **<1** | **<1** |
| SBCAPCD Thresholds | 25 | 25 | N/A | N/A | N/A | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | N/A | N/A |

ROC = reactive organic compounds, $NO_X$ = nitrogen oxides, CO = carbon monoxide, $SO_2$ = sulfur dioxide, $PM_{10}$ = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding.

**Figure 5 – Construction Emissions Generated from Original Project**

| | Annual Emissions (tons per year) | | | | | |
|---|---|---|---|---|---|---|
| **Construction Year** | **ROC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| 2025 | <1 | 1 | 1 | <1 | <1 | <1 |
| 2026 | <1 | 1 | 1 | <1 | <1 | <1 |
| **Maximum Annual Emissions** | <1 | **1** | **1** | **<1** | **<1** | **<1** |
| SBCAPCD Thresholds | 25 | 25 | N/A | N/A | N/A | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | N/A | N/A |

ROC = reactive organic compounds, $NO_X$ = nitrogen oxides, CO = carbon monoxide, $SO_2$ = sulfur dioxide, $PM_{10}$ = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding.

As shown in Figure 4, the Modified Project would result in similar emissions from construction than the development included in the Original Project. Neither the Original Project nor the Modified Project would result in emissions exceeding SBCAPCD thresholds. As for the Original Project, because the Santa Barbara County portion of the SCCAB is a nonattainment area for the state $PM_{10}$ standard, construction emissions control measures would be required for the Modified Project. Accordingly, the Modified Project would be subject to Mitigation Measures AQ-1-4 from the 2022 MND to reduce air pollutant emissions from construction activities to a less than significant level.

Operational

The addition of a new 31,000-square-foot warehouse would be new construction on the portion of the site that is currently vacant. The total number of warehouse buildings would be increased from one to two, and there would be an increase in the total number of employees from six to ten. Project operations would generate net new long-term air pollutant emissions associated with landscaping activities and mobile trips. Figure 6 summarizes the project's operational emissions, which includes operation of both Phase I and Phase II of the site. As shown in Figure 6, operational emissions would not exceed SBCAPCD thresholds. The Project would also implement AQ-2 and AQ-3 that would require 100 percent renewable energy, electric vehicle charging stations in accordance with CALGreen standards to further reduce operational emissions. Therefore, impacts would be less than significant with mitigation. In summary, with implementation of Mitigation Measures AQ-1-4, from the 2022 MND, the Modified Project would not result in new or substantially more severe impacts to air quality nor require new mitigation measures when compared to those that were anticipated in the air quality analysis included in the 2022 MND.

**Figure 6 – Estimated Average Daily Operational Emissions (Building One and Two)**

| | Average Daily Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| **Emissions Source** | **ROC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Mobile | **<1** | **2** | **2** | **<1** | **<1** | **<1** |
| Area | 3 | <1 | 3 | <1 | <1 | <1 |
| **Total** | **3** | **2** | **5** | **<1** | **<1** | **<1** |
| Threshold (all sources) | 240 | 240 | N/A | N/A | 80 | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | No | N/A |
| Threshold (mobile only) | 25 | 25 | N/A | N/A | N/A | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | N/A | N/A |

ROC = reactive organic compounds, $NO_x$ = nitrogen oxides, CO = carbon monoxide, $SO_2$ = sulfur dioxide, $PM_{10}$ = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emissions presented are the highest of the winter and summer modeled emissions.

*c. Would the project expose sensitive receptors to substantial pollutant concentrations?*

The closest sensitive receptors are single-family residences approximately 100 feet south of the project site. According to the 2022 MND, the Original Project would not expose residential uses onsite or in the vicinity, or other sensitive receptors, to substantial pollutant concentrations. The primary source of air pollutant emissions from the proposed warehouse would be generated from the emissions generated from truck trips to the site.

Construction

Construction of the Modified Project would result in temporary emissions of diesel particulate matter (DPM), which consists of exhaust $PM_{2.5}$ and $PM_{10}$ and is a Toxic Air Contaminant (TAC). Per SBCAPCD, a health risk assessment is not required for short-term construction projects (SBCAPCD 2022b). Instead, the project's TAC impacts from construction are discussed qualitatively.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 12 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (assumed to be the approximate time that a person spends in a household). OEHHA recommends this risk be bracketed with 9-year and 70-year exposure periods. Health risk assessments should be limited to the period/duration of activities associated with the project.

The maximum PM2.5 emissions, which is used to represent DPM emissions for this analysis, would occur during site preparation activities. While site preparation emissions represent the worst-case condition, such activities would only occur for approximately one month, which is less than one percent, 0.3 and 0.2 percent of the typical health risk calculation period of 9 years, 30 years, and 70 years, respectively. PM2.5 emissions would decrease for the remaining construction period because construction activities such as building construction and paving would require less construction equipment. Therefore, given the short duration of exposure, DPM generated by project construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than 10 in one million or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than one in one million for the Maximally Exposed Individual. Construction impacts to sensitive receptors would be less than significant.

Operational

The Project is an industrial warehouse development that would supplement the existing storage warehouse on the same parcel. The cumulative trip generation from the Original Project plus the Modified Project would result in 121 average daily vehicle trips, 43 of which (35.5 percent) would be truck trips. These values were generated conservatively by utilizing standard rates from the Institute of Transpiration Engineers (ITE) Manual. As stated earlier, the applicant's anticipated trip generation rate is four daily trips. The proposed warehouse would not be refrigerated and TRU trucks are not anticipated to visit

the project site. Therefore, the project-generated level of truck traffic would not exceed CARB's recommended thresholds of 100 diesel-fuel truck trips per day and 40 TRU truck trips per day. In addition, idling of each truck would be limited to five consecutive minutes, and operation of diesel-fueled internal combustion engine auxiliary power systems would not be allowed for greater than five minutes within 100 feet of residences pursuant to 13 California Code of Regulations Section 2485. The proposed on-site forklifts used during operation would be electric and therefore would not produce DPM emissions. As such, project operation would not expose sensitive receptors to substantial TAC emissions, and impacts would be less than significant.

The Project would not result in new or substantially more severe impacts from exposure of sensitive receptors to substantial pollutant concentrations than those determined in the 2022 MND.

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

According to the 2022 MND, the Original Project would not create objectionable odors affecting a substantial number of people and potential impacts from exposure to objectionable odors would be less than significant. Similar to the Original Project, the Modified Project would involve construction of warehouse uses.

The Modified Project would generate oil and diesel fuel odors during construction from equipment use. The odors would be limited to the construction period and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment, and the nearest sensitive receptors are located approximately 100 feet away from the project site. Accordingly, project construction would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people, and impacts would be less than significant. Potential sources that may emit odors during operation of the proposed project would include diesel fuel odor emissions from the intermittent diesel truck trips. However, trucks would be required to comply with California Code of Regulations Title 13, Sections 2485, which limits truck idling times to five minutes or less. Limiting truck idling times would reduce the potential for nuisance odors associated with diesel exhaust emissions in the vicinity of the project site. Furthermore, the project would be required to comply with the requirements of SBCAPCD Rule 303, which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance or annoyance to any considerable number of persons.

Therefore, the Modified Project would not result in any new or significantly increased impacts from other emissions, such as those leading to odors, beyond what was analyzed in the 2022 MND for the Original Project.

## 4. Biological Resources

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | No | No | No | N/A |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | No | No | No | N/A |
| 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? | No | No | No | N/A |
| 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? | No | No | No | N/A |

| | | | | |
|---|---|---|---|---|
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | No | No | No | N/A |
| 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? | No | No | No | N/A |

*Setting:*

The significant wildlife habitat areas within the City of Santa Maria are located within the fields surrounding the airport, riparian vegetation within the Santa Maria River, and the Vernal Pool complex located southwest of the airport. The project site is not located within any of these significant wildlife habitat areas. Sensitive habitats known to occur within the City of Santa Maria include the Central Coast Riparian Scrub and the Coastal and Valley Freshwater Marsh. The project site does not contain these types of sensitive habitats. The project site is located on an existing vacant parcel on La Brea Avenue within the M-2 zone district and is a flat space that primarily contains seasonally cut grasses. There are no significant water features or any other unique habitat on the site.

a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

As discussed in the 2022 MND, based on the query of the California Natural Diversity Database (CNDDP) and Information Planning and Consultation (IPaC) website nine special status plant species and eleven special-status animal species plant species have the potential to occur in the project area. Based on the minimal amount of existing vegetation on the graded and regularly mowed site, the potential for special status plant species to occur on site is very low and all ground disturbing activities proposed would occur within previously disturbed areas. Therefore, the potential for the project to result in impacts to candidate, sensitive or special status plants onsite would be less than significant.

The Project site is graded, and no native or otherwise undisturbed habitats are present other than seasonally cut grasses. Due to the developed nature of the surroundings, disturbed/graded nature of the project site, and lack of native, riparian, or other suitable habitat in the area, the site is not anticipated to provide habitat to species of concern. Therefore, the Modified Project would not result in new or substantially more severe impacts to candidate, sensitive, or special status species than those identified in the 2022 MND, and no mitigation measures for impacts to candidate, sensitive, or special status species would

apply to the project.

*b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

According to the 2022 MND, there are no streams, drainage systems, or potential seasonal wetlands on the project site or in the immediate vicinity. Additionally, each phase of development would implement requisite measures to ensure post-project downstream runoff will mimic pre-project conditions. For these reasons, the 2022 MND impacts to riparian habitat or other sensitive natural communities was determined to have no impact.

The Modified Project site is within the Original Project site boundary. According to the USFWS National Wetlands Inventory (Wetlands Mapper), the project site does not contain riparian habitat, state or federally protected wetlands, or any other sensitive natural community and there are no aquatic features within the project vicinity (USFWS 2018b). Therefore, the Project would not result in new or substantially more severe impacts to riparian habitat or other sensitive natural communities than those identified in the 2022 MND, and no mitigation measures for impacts to riparian habitat or other sensitive natural communities would apply to the Modified Project.

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

According to the MND, there are no known wetlands of any kind in the vicinity of the Original Project site. For these reasons, the 2022 MND determined no impacts to federally protected wetlands.

The Modified Project site is within the Original site boundary. There are no known federally protected wetlands, as defined by Section 404 of the Clean Water Act, riparian habitat, or other sensitive natural community identified within the vicinity of the Project site. Thus, no impacts to wetlands would occur as a result of the Project. Therefore, the Modified Project would not result in new or substantially more severe impacts to federally protected wetlands than those identified in the 2022 MND, and no mitigation measures for impacts to federally protected wetlands would apply to the project.

*d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

According to the 2022 MND, the Original Project site does not support any surface water resources, migratory corridors, or nursery sites. Due to the disturbance onsite and in surrounding areas, lack of suitable wildlife habitat, the railroad corridor on the site's northern boundary, La Brea Avenue forming the sites southern boundary, and the limited size of the project area, the project site is not located within or adjacent to a wildlife corridor or nursery site. For these reasons, the 2022 MND determined no impacts to native, resident, migratory

fish, and wildlife species would be less than significant.

The Modified Project site is within the Original Project site boundary. Moreover, the Resource Management Element of the Santa Maria General Plan has identified no such established native resident or migratory wildlife corridors on the project site or in the vicinity. The Project is not anticipated to interfere with the movement of any native resident or migratory fish, nesting bird, or wildlife species. Therefore, the Modified Project would not result in new or substantially more severe impacts to native resident or migratory fish or wildlife than those identified in the 2022 MND, and no mitigation measures for impacts to native resident or migratory fish or wildlife would apply to the project.

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

According to the 2022 MND, the Original Project site is graded and regularly cleared project site does not contain suitable habitat for protected biological resources. The Modified Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, no impacts would occur.

The Modified Project site is comprised of a portion of the Original Project site. The SMMC Section 12-44.04(n)(3) requires that approved tree removals be replaced by a suitable tree species as defined within the ordinance. The Project would be required to abide by this ordinance. Therefore, the Modified Project would not result in new or substantially more severe impacts related to local policies or ordinances protecting trees or other biological resources than those identified in the 2022 MND, and no mitigation measures for such impacts would apply to the Modified Project.

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

According to the 2022 MND, there are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local regional, or state habitat conservation plans near the project. For this reason, the 2022 MND determined there would be no impact to any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local regional, or state habitat conservation plans.

The Modified Project site is within the Original Project site boundary. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local regional, or state habitat conservation plans near the Modified Project. Therefore, the Project would not result in new or substantially more severe impacts due to conflict with adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local regional, or state habitat conservation plans than those identified in the 2022 MND, and no mitigation measures for such impacts would apply to the Modified Project.

## 5. Cultural Resources

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | No | No | No | N/A |
| b. Cause a substantial adverse change in the significance of an archaeological pursuant to §15064.5? | No | No | No | Yes |
| c. Disturb any human remains, including those interred outside of formal cemeteries? | No | No | No | Yes |

*Setting:*

Historical resources in Santa Maria consist of several landmarks and structures. There are 17 objects of historical merit officially designated by the City and its landmark committee. Additionally, the City's Municipal Code contains a Historic Overlay Zone which guides development for such structures and provides a mechanism to designate structures. The Resources Management Element in the City's General Plan delineates high, moderate, low, and negligible archaeological sensitivity areas within the City.

*a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

According to the 2022 MND, the project site does not contain a resource listed or eligible for listing in the California Register of Historical Resources (CDPR 2019) or the National Register of Historic Places (USNPS 2019). Additionally, no object, building, structure, site, area, place, record, or manuscript which is historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California exists at the project site. Furthermore, the project

site is not located on the City's Landmark Map or on the City's Objects of Historic Merit map. Therefore, the impact to historical resources would be less than significant.

The Modified Project site is within the Original Project boundary and does not contain any historical resources. Therefore, the impact would be less than significant.

*b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

According to the 2022 MND, the Original Project site is designated as Archaeological Sensitivity Area 3 – Negligible Sensitivity. Nevertheless, ground disturbance associated with future construction activities have the potential to result in inadvertent disturbance of previously unknown, buried archeological deposits. Impacts are conservatively considered to be potentially significant. Implementation of Mitigation Measure CR-1 would ensure potential impacts are avoided and/or minimized. Therefore, impacts to archaeological resources would be less than significant with mitigation incorporated.

The Modified Project site is within the Original Project boundary and Archaeological Sensitivity Area. Therefore, the Modified Project shall require the CR-1 Mitigation Measure for inadvertent disturbance, and with implementation of this mitigation measures the impacts to historical or archaeological resources would be less than significant.

*c. Would the project disturb any human remains, including those interred outside of formal cemeteries?*

According to the 2022 MND, based on the location and low sensitivity of the project area, future development of the project site would not be expected to disturb buried human remains. In the event of an accidental discovery or recognition of any human remains associated with future development of the project site, California Health and Safety Code Section 7050.5 stipulates that no further disturbances shall occur until the County of Santa Barbara (County) Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC Section 5097.98. With adherence to California Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered, as detailed in Mitigation Measure CR-2, impacts related to the disturbance of archaeological resources and human remains would be reduced to less than significant. Therefore, potential impacts resulting from the disturbance of human remains would be less than significant with mitigation incorporated.

The Modified Project site is within the Original Project site boundary and sensitivity area. Therefore, the Modified Project shall require the CR-2 Mitigation Measure, and with implementation of this mitigation measures the impacts to human remains would be less than significant.

## 6. Energy

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | No | No | No | N/A |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | No | No | No | N/A |

*Setting:*

Santa Maria relies primarily on electricity and natural gas for household energy, and petroleum (gasoline and diesel) for most modes of transportation. Energy conservation has become a prominent local, national and global issue. Measures applied in the City of Santa Maria include energy conserving building standards, recycling, and transportation system improvements. The proposed project would implement a host of energy related measures at both the construction and operational stage.

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

According to the 2022 MND, the applicant has committed to utilizing 100% renewable energy over the lifetime of the project. The Modified Project will be held to all applicable federal, state and local statutes and regulations relating to energy standards. The construction equipment would utilize Tier 3/Tier 4 engines as well as diesel particulate filter technology. Additionally, the building would comply with Title 24 of the California Building Code. Lighting and appliances would comply with the 2019 California Energy Code. Appliances and fixtures would comply with the Cal Green Non-residential Mandatory Measures Sections 5.303.3. The building will be designed to be “solar ready” per the 2019 California Green Building Standards. Clean air/electric vehicle parking and bicycle parking would also be provided. or methods. Compliance with applicable requirements and/or regulations for Air Quality and Greenhouse Gas Emissions would result in the individual project elements (e.g., building design, HVAC equipment, etc.) being consistent with State energy reduction policies and strategies. Therefore, impacts resulting from wasteful,

inefficient, or unnecessary consumption of energy resources during the project's construction or operation would be less than significant.

The Original Project is also utilizing 100% renewable energy over the lifetime of the project, see mitigation measure AQ-2. The Modified Project will be held to all applicable federal, state and local statutes and regulations relating to energy standards. The construction equipment would utilize Tier 3 engines as well as diesel particulate filter technology. Additionally, the building would comply with Title 24 of the California Building Code. Lighting and appliances would comply with the 2022 California Energy Code. Appliances and fixtures would comply with the Cal Green Non-residential Mandatory Measures Sections 5.303.3. The building will be designed to be "solar ready" per the 2022 California Green Building Standards. Clean air/electric vehicle parking and bicycle parking would also be provided. or methods. Compliance with applicable requirements and/or regulations for Air Quality and Greenhouse Gas Emissions would result in the individual project elements (e.g., building design, HVAC equipment, etc.) being consistent with State energy reduction policies and strategies. Therefore, the Project would not result in new or substantially more severe impacts to consumption of energy resources than those identified in the 2022 MND, and impacts would be less than significant.

*b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

According to the 2022 MND, Assembly Bill 32 (AB 32) (the California Global Warming Solutions Act of 2006) requires projects to comply with state regulations focused on the reduction of the effects of Greenhouse Gas (GHG) Emissions. As mentioned above, the project would meet current Title 24, California Energy Code, Cal Green Non-residential Mandatory Measures as well as California Green Building Standards. These standards are intended to encourage more sustainable and environmentally friendly building practices, including the conservation of natural resources and the use of energy-efficient materials and equipment. Therefore, the Modified Project will have a less then significant impact on a state or local plan for renewable energy or energy efficiency.

The Modified Project would also be required to comply with current Title 24, California Energy Code, Cal Green Non-residential Mandatory Measures as well as California Green Building Standards. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

## 7. Geology and Soils

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| 1. 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? | No | No | No | N/A |
| 2. Strong seismic ground shaking? | No | No | No | N/A |
| 3. Seismic-related ground failure, including liquefaction? | No | No | No | N/A |
| 4. Landslides? | No | No | No | N/A |
| b. Result in substantial soil erosion or the loss of topsoil? | No | No | No | N/A |
| 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? | No | No | No | N/A |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | No | No | No | N/A |
| 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? | No | No | No | N/A |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | No | No | No | N/A |

*Setting:*

Lot 5 of Tract 6008 within the Modified Project site consists of barren, graded land. The topography of the site is generally flat to gently sloping toward the northeast. Along the northernmost perimeter of the Original Project site are steeper sloping remnants of the Betteravia Escarpment. The Betteravia Escarpment is an ancestral riverbank of the Santa Maria River and is now a cliff-like feature that extends along most of the northerly portion of the project site. The escarpment slopes downward to Carmen Lane on the north and elevates the majority of the development area to varying heights of approximately eight to eighteen feet above the Carmen Lane roadway surface.

According to Figure SE-2 in the Santa Maria General Plan Safety Element, the Santa Maria Fault extends north to south approximately one mile east of the Modified Project site. The Modified Project site is not located on a site identified as having weak or expansive soils, or other geologic hazards. The Modified Project site is surrounded by infill development that connects to the City's existing sewer system.

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

    1. *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?*

    2. *Strong seismic ground shaking?*

    3. *Seismic-related ground failure, including liquefaction?*

    4. *Landslides?*

b. *Would the project result in substantial soil erosion or the loss of topsoil?*

c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

d. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

The 2022 MND determined impacts from geology and soils hazards would be less than significant. The project site is located approximately 1.25 miles southwest of the Santa Maria Fault, a known potentially active fault per the California Department of Conservation Fault Activity Map of California. The City of Santa Maria is not located in close proximity to an identified Alquist-Priolo Earthquake. Generally, the City of Santa Maria is located in a region of California which experiences lower levels of shaking with very infrequent earthquakes potentially causing strong shaking according to the Earthquake Shaking Potential for California Map (2016) from the California Department of Conservation's website. The project site is not located within proximity to soils which contain shallow perched groundwater below the surface which could cause liquefaction during an earthquake, according to Figure SE-2 Geologic Hazards Map of the City's General Plan Safety Element. The project site is on a relatively flat parcel and is not within the vicinity of the steep slopes shown on Figure SE-2 Geologic Hazards Map of the City's General

Plan Safety Element. Based upon the SoilWeb Online Survey from the UC Davis Department of Agriculture and Natural Resources, the underlying soil is SvA – Sorrento loam, 0 to 2 percent slopes, and is well drained with negligible surface runoff potential. The construction of the proposed project would also have to meet the standard construction and seismic requirements per the California Building Code (CBC) to ensure all new buildings would withstand the magnitude of earthquakes that could potentially occur within this area.

The site has been graded since approval of the Original Project. However, geological conditions on the Modified Project site have not substantially changed since the analysis of the Original Project in the 2022 MND. The Project would be required to be constructed in compliance with all applicable local, state, and federal building code and construction standards. Future development of the site would also incorporate a landscape plan that would include a substantial planting of trees, shrubs, and groundcover, which would improve soil stability and lessen the chance of erosion. Additionally, standard construction measures, including implementation of a Stormwater Pollution Prevention Plan (SWPPP), would be required for development on the site to minimize the possibility of potential erosion impacts. Therefore, the Project would not result in new or substantially more severe significant impacts relative to geological and soils conditions, and no mitigation measures would be required.

*e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

As with the Original Project evaluated in the 2022 MND, the proposed development on site would connect to the existing sewer system. Therefore, the Project would not result in new or substantially more severe significant impacts associated with septic or alternative waste disposal systems, and no mitigation measures would be required.

*f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The 2022 MND determined that the Original Project would not destroy unique paleontological resources or geologic features and impacts to unique paleontological resources or geologic features would be less than significant.

The Project site has previously been disturbed by historical grading following approval of the Original Project. The City's General Plan Safety Element identifies that the Santa Maria basin is located in a relatively thick Miocene through Holocene age sequence of sedimentary rocks. According to the City's General Plan Resource Conservation Element, the Santa Maria Valley is not considered to be a major archaeological or paleontological resource area as only a few sites have been recorded or discovered. Ground disturbance would generally be limited to shallow depths. As such, the project would not result in the risk of encountering underlying formations that have a potential for paleontological resources. Therefore, the Modified Project would not result in new or substantially more severe impacts to unique paleontological resources or geologic features than the Original

Project, and no mitigation measures for impacts to unique paleontological resources or geologic features would apply to the project.

## 8. Greenhouse Gas Emissions

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | No | No | No | Yes |
| b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | No | No | No | N/A |

*Setting:*

The California Air Resources Board (CARB) is the lead agency for implementing climate change regulations in the State. Since its formation, CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Assembly Bill (AB) 32 requires CARB to prepare a scoping plan that outlines the main State strategies for meeting the emission reduction targets and to reduce hydrocarbons that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must "identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives" in order to achieve the 2020 goal and achieve "the maximum technologically feasible and cost-effective greenhouse gas emission reductions" by 2020 and maintain and continue reductions beyond 2020.

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

The 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. On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Santa Barbara County Association of Governments (SBCAG) was assigned targets of a 13 percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a 17 percent reduction in per capita GHG emissions from passenger vehicles by 2035.

**Santa Barbara County Associations of Governments (SBCAG)**

SBCAG adopted its 2050 RTP/SCS (titled Connected 2050) in August 2021. This plan shows how the region will achieve the required SB 375 targets and demonstrates the co-benefits of reducing criteria pollutants. The 2050 RTP/SCS explores the region's land use and travel patterns, accounts for the demographic growth that will force new demands on both and presents a vision for how they can work together to satisfy the goals important to the region while also meeting the State's greenhouse gas reduction targets. The 2050 RTP/SCS preferred scenario is a Transit-Oriented Development (TOD)/Infill plan in that it strives to accommodate future growth within existing urban areas along transit corridors.

The intent of these proposed changes is to shorten trip distances and reduce vehicle miles traveled and emissions by; directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs in the North County; and promoting more trips, both local and inter-city, by alternative transportation modes, including by foot, bike, or transit. The 2050 RTP/SCS meets and exceeds the California Air Resources Board -17 percent per capita targets for reduction of GHG emissions from passenger vehicles for target year 2035 (SBCAG 2021).

**City of Santa Maria**

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

- **Objective 1.1.e Conservation.** Reduce the City of Santa Maria's present per capita water consumption rate through effective conservation measures and public awareness programs.
- **Objective 1.1.f Efficient Water Use**. Provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.
- **Objective 2.1.a Mobile Sources.** Facilitate the development and use of alternative transportation to the private automobile by implementing trip reduction and traffic mitigation measures, when appropriate.
- **Objective 2.1.b Stationary Sources.** Reduce air emissions associated with stationary sources through the implementation of source control measures, when appropriate.
- **Objective 2.1.g Land Use.** Reduce mobile air pollutant emissions through the use of pedestrian and transit-oriented design principles and minimize the impacts of stationary sources by locating these uses away from sensitive receptors (e.g. schools and hospitals).

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

The City of Santa Maria has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Therefore, the proposed project is evaluated based on consistency with the 2022 Scoping Plan and SBCAG 2050 RTP/SCS.

**Air Quality/Greenhouse Gas Study**

Rincon Consultants completed an Air Quality and Greenhouse Gas Emissions Study in July 2025 (Appendix C) which analyzes the potential air quality and greenhouse gas (GHG) emissions impacts related to both temporary construction activity and long-term operation of the Modified Project as compared to the Original Project. Below is an impact discussion which draws from the results of the study.

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

*b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

According to the 2022 MND, the Original Project would generate GHG emissions from construction, on-site operation, and vehicle trips that would result in a potentially significant impact. Construction of the Original Project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Operational GHG emissions would include emissions from energy use, area sources, including landscaping and architectural coating, water use, and solid waste and wastewater generation. In addition, vehicle trips to and from the project site would generate GHG emissions. Construction, operational, and mobile GHG emissions for the Original Project were calculated using CalEEMod. The total combined annual GHG emissions generated by the Original Project would be approximately 21 MT of CO2e per year. This threshold is achieved after requiring mitigation in the form of 100% renewable energy resources for the lifetime of the project, installation of electric vehicle charging stations and diesel exhaust control measures for construction equipment (AQ-2-4).

The Modified Project would generate GHG emissions from construction as well as from operational sources.

Construction Emissions

The Modified Project would generate GHG emissions during construction from combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers, vendors, and customers traveling to and from the project site. Construction emissions were estimated for the Modified Project based on the proposed land use distribution using CalEEMod (refer to Appendix C). A comparison of the estimated construction emissions for the Original and proposed Project are shown in Figure 7.

**Figure 7 – Estimated GHG Emissions During Construction**

| Year | Annual Emissions (MT of $CO_2e$) |
|---|---|
| 2025 | 123 |
| 2026 | 227 |
| Total | 350 |
| **Amortized over 30 years – Phase II** | **12** |
| **Amortized over 30 years – Phase I** | **11** |
| **Total Project Construction Emissions** | **23** |

MT = metric tons; $CO_2e$ = carbon dioxide equivalents

As shown in Figure 7, construction would generate an estimated total of 350 MT of CO2e. Amortized over a 30-year period per County of Santa Barbara guidance, construction would generate an estimated total of 23 MT of CO2e per year which would not exceed the applicable threshold when combined with the operational discussion below as recommended by the County of Santa Barbara 2021 Environmental Guidelines.

Operational Emissions

Operation of the proposed project would generate GHG emissions associated with area sources (e.g. landscape maintenance), mobile sources, as well as wastewater and solid waste generation. The project's energy usage (including that used for the electric forklifts) would be supplied solely by renewable energy sources and therefore would not generate GHG emissions. As a result, energy and off-road equipment emissions are not included in the emissions estimate. As shown in Figure 8, total combined annual GHG emissions generated by the project would be approximately 248 MT of CO2e per year.

**Figure 8 – Combined Annual GHG Emissions**

| Emission Source | Annual Emissions (MT $CO_2e$) |
|---|---|
| Construction[1] | 23 |
| Operational | |
| *Area* | 1 |
| *Energy* | 0 |
| *Mobile* | 184 |
| *Solid Waste* | 21 |
| *Water, Wastewater* | 19 |
| **Total** | **248** |

MT $CO_2e$ = metric tons of carbon dioxide equivalent.
Note: parenthetical values are negative numbers and are subtracted from the total emissions rather than added.
Source: CalEEMod worksheets are in Appendix B. See Table 2.6 "Operations Emissions by Sector, Mitigated" emissions. Annual emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.
[1]Construction emissions were amortized by 30 year project lifetime.

The principal State GHG reduction plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32 and AB 1279. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. The goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030.

The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. The project would be served by Pacific Gas and Electric or Central Coast Community Energy, both of which are required to increase its renewable energy procurement in accordance with SB 100 targets.

SBCAG has incorporated a sustainable community strategy into its RTP/SCS, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2050 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS states that one of the intents of the SCS is “directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs to communities in the North County” (SBCAG 2021). Improving the intra-County imbalance would decrease transportation demands on U.S. Highway 101 and State Route 154, which would reduce congestion and VMT. The project would increase employment within the City, which would improve the City’s jobs-housing ratio and therefore reduce vehicle emissions. Therefore, the proposed project would be consistent with the SBCAG 2050 RTP/SCS.

In addition, in accordance with the IS-MND, the Modified Project would incorporate AQ-2, AQ-3, and AQ-4, which would have the effect of reducing GHG emissions. Therefore, similar to the IS-MND, impacts would be less than significant with mitigation.

The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. As discussed under Thresholds GHG-1 and GHG-2, project impacts related to GHG emissions would be less than significant with mitigation and would therefore not be cumulatively considerable.

## 9. Hazards and Hazardous Materials

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | No | No | No | N/A |
| 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? | No | No | No | Yes |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? | No | No | No | N/A |
| d. Be located on a site that is included on a list of hazardous material 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? | No | No | No | N/A |
| e. For a project located in 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? | No | No | No | N/A |

| | | | | |
|---|---|---|---|---|
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | No | No | No | N/A |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | No | No | No | N/A |

*Setting:*

Hazardous materials are used by numerous businesses in the Planning Area. Typical uses include, but are not limited to, hospitals, dry cleaners, auto repair facilities, exterminators, medical labs, photographic studies, and gas stations. On a smaller scale, single family residences also use and store hazardous materials (pesticides, fertilizers, drain cleaners, etc.). The project site is a flat space that primarily contains seasonally cut grasses and contains existing capped oil well. There is no anticipated or proposed use or transportation of hazardous materials at the project site.

a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

*According to the 2022 MND,* the construction of the Original Project would utilize equipment such as aerial lifts, backhoes, cement and mortar mixers, compactors, cranes, dozers, excavators, forklifts, front end loaders, pavers, paving equipment, rollers and tractors. Best Management Practices would be in place to ensure the lawful and proper storage and use of these materials. During operation it is not anticipated that the warehouse would store or handle fuels or hazardous materials. The Modified Project would not involve the routine transport of hazardous materials. Therefore, the impacts to public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

The Modified Project would not introduce any new hazardous material elements during construction or operation that were not considered during the Original Project because the addendum would introduce another packaging warehouse building similar to the initial warehouse from the Original Project. Therefore, the impacts would remain less than significant.

b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

According to the 2022 MND, the project site contains a plugged oil well as identified on the Department of Conservation's Well Finder (CalGem GIS). The Department of Conservation, California Geologic Energy Management Division (CalGEM) regulations prohibit construction of enclosed structures directly over the oil well in the event of leaking or substandard abandonment of the well which would require future re-abandonment.

Mitigation shall be required to minimize oil facility health risks during construction in accordance with CalGem standards. Therefore, the impacts to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant with mitigation incorporated.

The Modified Project would not introduce any new hazardous elements because the mitigations from the Original Project would apply (HAZ-1-4) including the 10' no build easement around the existing oil well. Therefore, impacts would be less than significant with mitigation incorporated.

*c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

According to the 2022 MND, during operation it is not anticipated that the warehouse would store or handle any fuels or hazardous materials. The project would not involve the routine transport of hazardous materials.

The nearest existing schools to the project include:

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

A proposed specific plan (Blosser Southeast Area 5B) located directly east could place a school within 0.5 miles of the project site. However, the proposed warehouse would not handle hazardous or acutely hazardous materials, substances, or waste in quantities that would cause a reasonably foreseeable hazardous impacts beyond the site. Therefore, the impacts from the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant.

The Modified Project would not change the types of uses on the project site. As with the Original Project, the Modified Project is anticipated to involve negligible amounts of hazardous materials and would be compatible with adjoining land uses. Therefore, the Modified Project would not result in new or substantially more severe impacts to existing or proposed schools than what would occur with the Original Project, and no mitigation measures for impacts to existing or proposed schools would apply to the project.

*d. Would the project be located on a site that is included on a list of hazardous material 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?*

According to the 2022 MND, based on a search of the California Environmental Protection Agency's Cortese List (CalEPA 2018), Department of Toxic Substances Control's EnviroStor website (DTSC 2018), and the State Water Resources Control Board's GeoTracker website (SWRCB 2018), there are no known active hazardous material sites located near the project site. For these reasons, the 2022 MND determined no impacts

related to hazardous materials sites would be less than significant.

The Project site status remains the same regarding hazardous materials. Therefore, the Modified Project would not result in new or substantially more severe related to hazardous materials sites than what would occur with the Original Project, and no mitigation measures for such impacts would apply to the project.

*e. For a project located in 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?*

According to the 2022 MND, the project is located within 2 miles of the Santa Maria Public Airport. Based on the Santa Barbara County Airport Land Use Plan (SBCAG 1993) and the Safety Element in the City's General Plan, the project site is not within the Santa Maria Airport area of influence or noise contours. Therefore, no impact to a safety hazard or excessive noise for people residing or working in the project area would occur.

The Modified Project would be located within the same safety zones and noise contours as the Original Project. Therefore, the Modified Project would not result in new or substantially more severe impacts from hazards associated with aircraft safety than what would occur with the Original Project, and no mitigation measures for impacts from hazards associated with aircraft safety would apply to the project.

*f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

According to the 2022 Final EIR, the Original Project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in the closure of any roads. All access and circulation routes to and from the project site would be developed in compliance with local and state safety regulations and all improvements would be required to comply with applicable California Fire and Building Code requirements pertaining to emergency access. For this reason, the 2022 MND determined no impact to emergency response plan or emergency evacuation plan would occur as a result of the Original Project.

The Modified Project would involve development of the same types of uses on the same property as the Original Project. Prior to development, the Building and Safety Division of the City would review and approve building permit plans. This review would ensure the Modified Project would comply with building codes and local regulations for emergency response and evacuation. Additionally, continued application of standard safety requirements would maintain safe conditions within the Modified Project site. Therefore, the Modified Project would not result in new or substantially more severe impacts to an adopted emergency response plan or emergency evacuation plan than what would occur with the Original Project, and no mitigation measures for impacts to an adopted emergency response plan or emergency evacuation plan would apply to the project.

*g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

According to the 2022 MND, the Original Project is surrounded by urban uses preventing exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. For this reason, the 2022 MND determined no impact from wildland fires would occur as a result of the Original Project.

The Modified Project would occur in the same location as the Original Project and on adjacent, developed properties, and does not include any unique features that would increase the risk of wildland fires on the site. Therefore, the Modified Project would not result in new or substantially more severe impacts from wildland fires than what would occur with the Original Project, and no mitigation measures for impacts from wildland fires would apply to the project.

## 10. Hydrology and Water Quality

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | No | No | No | N/A |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | No | No | No | N/A |
| 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: | No | No | No | N/A |
| (i) Result in substantial erosion or siltation on- or off-site | No | No | No | N/A |

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site | No | No | No | N/A |
| (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 | No | No | No | N/A |
| (iv) Impede or redirect flood flows? | No | No | No | N/A |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | No | No | No | N/A |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | No | No | No | N/A |

*Setting:*

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

*a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

According to the 2022 MND, the Original Project would be required to comply with all local, state and federal requirements, including a state Construction General Permit, which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The project would further be required to comply with the adopted standards contained within the City of Santa Maria's Municipal Code, Section 8-12 (Wastewater) and 8-12A (Stormwater). Section

8-12A.04 also incorporates the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (Central Coast Regional Water Quality Control Board, Resolution No. R3-2013-0032). Therefore, the project would not violate water quality standards and waste discharge requirements. A less than significant impact to water quality standards, waste discharge requirements or degradation of surface or ground water would occur

The Modified Project would result in development over the same general area as the Original Project and similarly increase impervious surfaces. The Modified Project would be subject to the same standards as the Original Project in accordance with RWQCB Resolution 2013-0032. Any development projects would be required to incorporate the site design measures to reduce impervious surfaces and disperse and prevent potential runoff on-site. Development onsite would be required to implement Post Construction Stormwater Control Measures, a Stormwater Control Plan for review and approval by the City and a SWPPP. Additionally, the Modified Project would be subject to all other aforementioned water quality standards and waste discharge requirements. Therefore, the Modified Project would not result in new or substantially more severe impacts to water quality standards or waste discharge requirements than what would occur with the Original Project, and no mitigation measures for impacts to water quality standards or waste discharge requirements would apply to the Modified Project.

*b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

According to the 2022 MND, the City's Urban Water Management Plan and the City's water supply is expected to reliably meet the Original Project projected demands of 0.69 AFY, and as such, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, a less then significant impact to the groundwater supplies or interference with sustainable groundwater management would occur.

The Modified Project would increase the projected water demands another 0.70 AFY for a cumulative demand of 1.39 AFY. According to the 2020 Annual Hydrologic Report, the municipal groundwater pumpage in 2020 for the City was 7,492 AFY. Assessment of hydrogeologic conditions in 2020 showed that groundwater levels were similar to those in 2019, with one localized low in the Twitchell Recharge Area. Therefore, a less then significant impact to the groundwater supplies or interference with sustainable groundwater management would occur.

*c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

*i. Result in substantial erosion or situation on- or off-site?*

*ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

*iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

*iv. Impede or redirect flood flows?*

According to the 2022 MND, consistent with the City Municipal Code (Chapter 8-12A) and the Central Coast Regional Water Quality Control Board's stormwater regulatory requirements, the Original Project would construct two bio-retention basins to convey and infiltrate stormwater from a 95$^{th}$ percentile storm event. The drainage system would be designed to control the flow rate of on-site runoff so that it would not exceed pre-development conditions and the drainage patterns of the area would remain unaltered.

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

The Modified Project does not include any new or unique components that would result in substantial changes to drainage or flood flows when compared to the Original Project. While development allowed under the Modified Project would alter drainage patterns on the Original Project site, the flows would be retained on-site to additional basin areas. Development would also include permanent landscaping and tree canopy plantings that would stabilize soils and reduce potential for erosion. Additionally, the Modified Project would be subject to the same state, regional, and local water quality requirements as the Original Project. Therefore, the Modified Project would not result in new or substantially more severe impacts to drainage patterns than what would occur with the Original Project, and no mitigation measures for impacts to drainage patterns would apply to the Modified Project.

*d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

According to the 2022 MND for the Original Project, the proposed warehouse is approximately 9 miles from the Pacific Ocean and is not located in areas of concern regarding flood, tsunami or seiche events. Therefore, the proposed project would have a less then significant impact on the release of pollutants in the event of a flood, tsunami or seiche.

The Modified Project site is not located within a 100-year flood, tsunami, or seiche zone. Additionally, future development on the Modified Project site would comply with specifications set by the City Department of Public Works Engineering Division. Therefore, the Modified Project would not result in new or substantially more severe impacts from flood hazards than what would occur with the Original Project, and no mitigation measures for impacts from flood hazards would apply to the Modified Project.

*e. Conflict with or obstruct implementation of a water quality control plan or sustainable*

*groundwater management plan?*

According to the 2022 MND, The Original Project would be required to comply with the Central Coast Regional Water Quality Control Board's stormwater regulatory requirements and other water control plans intended to manage water quality and groundwater supply. Therefore, no impact would occur that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Modified Project shall also be required to comply with stormwater regulatory requirements and other water control plans intended to manage water quality and groundwater supply. No impacts would occur.

## 11. Land Use and Planning

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Physically divide an established community? | No | No | No | N/A |
| 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? | No | No | No | N/A |

*Setting:*

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

*a. Would the project physically divide an established community?*

According to the 2022 MND, the Original Project would be located in an area of the City with previous industrial developments including warehouse and distribution facilities of a similar type and scale. Additionally, the project would be infill development because the project site is located within an urban area of the City that has been developed with a combination of industrial and residential development. The project would not physically divide an established community. Therefore, no impact that would physically divide an established community would occur.

The Modified Project would result in development of the same types of uses as the Original Project. The Modified Project would not physically divide an established community because the uses proposed by the Modified Project are compatible with existing uses on and adjacent to the Project site. Therefore, the Modified Project would not result in new or substantially more severe impacts related to physically dividing an established community than what would occur with the Original Project, and no mitigation measures for impacts to related to physically dividing an established community would apply to the Modified Project.

*b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

According to the 2022 MND, the Original Project is consistent with the existing land use designation of GI because its purpose is to provide areas for all types of heavy industrial uses such as this project. The project is consistent with the existing zoning designation of M-2 because it's purpose to provide a district which will ensure an environment conducive to the development and protection of modern industrial processes and activities. The new facility would be similar in scale and character to that of the previously developed adjacent warehouse and distribution facilities. Therefore, the impact upon any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environment effect would be less than significant.

The Modified Project would result in development of the same types of uses as the Original Project and would be consistent with the GI land use designation and M-2 zone district. The Modified Project is of the same size and scale as the Original Project and surrounding industrial development. Therefore, the Modified Project would not result in new or more severe impacts related to conflict with any land use plans or in comparison to the Original Project, and no mitigation measures would be required.

## 12. Mineral Resources

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| 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? | No | No | No | N/A |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific | No | No | No | N/A |

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| plan, or other land use plan? | | | | |

*Setting:*

Within the City, the primary resources suitable for mining and conservation are sand, rock, and oil. The Santa Maria River channel is considered to be a valuable mineral resource. The river contains the largest resources of Portland cement concrete-grade aggregate and almost 90 percent of the available alluvial sand and gravel resources in the Santa Barbara-San Luis Obispo County region. Mining has occurred along the Santa Maria and Sisquoc Rivers since the early 1900s. The project site is located in a developed area of the City and is not located near areas suitable for mining of mineral resources.

a. *Would the project 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?*

b. *Would the project 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?*

According to the 2022 MND, The project site would be located in proximity to Mineral Resource Zone #2, as identified on Figure RME-4 (Mineral Resource and Mining Production Areas map) of the City's General Plan Resource Management Element, which represents areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for the presence exists. The California Department of Conservation Well Finder (CalGEM GIS) confirms that there are no active oil wells within the project site. However, there is a capped oil well at the site. The potential for impacts to occur to mineral resources is insignificant considering the project site is located within a developed area of the City and is not a conducive location for mineral resource extraction or mining. Therefore, the impact on known mineral resources of value to the region and to residents of the state or 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 would be less than significant.

The Modified Project would result in development in the same location as the Original Project and does not include any unique features that would affect mineral resources. Additionally, as discussed in the 2022 MND, all future development on the Project site is required to be developed in full accordance with the protocol of CalGEM, including implementation of appropriate setbacks, as well as Santa Barbara County Public Health Department, and the City standards. Therefore, the Modified Project would not result in new or substantially more severe impacts to mineral resources than what would occur with the Original Project, and no mitigation measures for impacts to these conditions would apply to

the Modified Project.

## 13. Noise

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | No | No | No | N/A |
| b. Generate excessive groundborne vibration or groundborne noise levels? | No | No | No | N/A |
| 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, expose people residing or working in the project area to excessive noise levels? | No | No | No | N/A |

*Setting:*

The major sources of noise in Santa Maria include: vehicular traffic on U.S. Highway 101 and major city streets, aircraft operations from the Santa Maria Public Airport, train movements along the Santa Maria Valley Railroad, construction projects, commercial activity and industrial plant activity.

According to the City of Santa Maria Noise Element, noise-sensitive land uses include residential uses (single and multi-family dwelling, mobile home parks, dormitories and similar uses); hospitals, nursing homes, convalescent hospitals and other facilities for long-term medical care; and public or private education facilities, libraries and churches (City of Santa Maria 2009). Sensitive receivers in the project site vicinity include single-family residences located to the south of the project site across West La Brea Avenue. The nearest single-family residence is approximately 160 feet south of the project site boundary.

Based on the City Land Use Element, the project is not located within a major noise impact area or within the Airport Safety Zone (City 2011a). The Noise Element in the City's General

Plan includes noise compatibility standards for noise exposure by land use. The noise standards for industrial and residential are 70 exterior dB CNEL and 60 exterior dB CNEL respectively or 55/45 dBA Leq for residential (daytime/nighttime) or 75/70 dBA Leq for industrial (daytime/nighttime).

The most common sources of noise in the project site vicinity are vehicular traffic on West La Brea, truck idling at the loading docks at nearby warehouses, as well as loading and unloading operations at nearby facilities and passing railway traffic along the Santa Maria Valley Railroad. Ambient noise levels are generally highest during daytime and rush hours. To characterize ambient sound levels at and near the project site, three 15-minute sound level measurements were conducted on Wednesday, August 25, 2021. A detailed summary of the sound level measurement data are included within the attached Noise and Vibration Study (Appendix D).

a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

According to the 2022 MND, the Original Project would generate both temporary construction-related noise and long-term noise associated with operation of the project. Construction noise levels at the nearest sensitive receivers (i.e., residences to the south across West La Brea Avenue) would not exceed the Federal Transit Administration (FTA) construction noise threshold for residential properties, and construction-related noise impacts would also be less than significant. Combined operational activities on the project site would generate noise levels that would not exceed the City's hourly daytime and nighttime noise level standards and 24-hour noise level standards at receiving residential and industrial properties. Therefore, operational noise impacts would be less than significant. Project-generated traffic would result in a noise level increase of up to 0.3 dBA on West La Brea Avenue, which would not exceed the threshold for off-site traffic noise impacts. Therefore, off-site traffic noise impacts would also be less than significant.

The Modified Project would have both temporary construction-related noise and long-term noise associated with operation of the project. Noise levels during the loudest phase of construction activities (i.e., grading) would be approximately 71 dBA Leq(8-hour) at the nearest single-family residence to the south (see Appendix D for RCNM results). Therefore, noise levels during the loudest phase of construction would not exceed the FTA daytime residential construction noise limit of 80 dBA Leq(8-hour) for residential land uses, and impacts would be less than significant, similar to the findings of the IS-MND.

The Modified Project would include the operation of electric forklifts to move deliveries to and from trucks. Most of the forklift activity would occur indoors, and the building structure would attenuate noise levels at nearby properties. However, conservatively assuming that four forklifts would be in operation and that all forklift activity occurs outdoors, operation of the four forklifts would generate a noise level of approximately 62 dBA Leq at 50 feet. Assuming a standard distance attenuation of 6 dBA per doubling of distance, forklift noise levels would be approximately 56 dBA Leq at the industrial properties to the east and to the west, 52 dBA Leq at the industrial property to the north, and 41 dBA Leq at the nearest

residence to the south across West La Brea Avenue. Estimated noise levels include a 5-dBA noise level reduction at residences to the south that would be provided by the existing wall located along the northern property line of the residential subdivision because these barriers would shield the forklift noise from these receiving properties (FHWA 2011).

The Modified Project would require daily truck deliveries, which would generate noise from idling, loading and unloading activities, and back-up alarms. The Project site is located in an urbanized area and is adjacent to existing industrial uses and a railroad. Therefore, loading and truck deliveries are already a common occurrence in the project vicinity. Assuming a standard distance attenuation of 6 dBA per doubling of distance and using the conservative assumption that maximum instantaneous noise levels (Lmax) would be equivalent to average hourly noise levels (Leq), delivery truck noise levels would be approximately 58 dBA Leq at the industrial properties to the east and west, 54 dBA Leq at the industrial property to the north, and 43 dBA Leq at the nearest residence to the south across West La Brea Avenue, as measured from the center of the proposed loading/unloading area. Similar to the noise analysis in the IS-MND, estimated noise levels include the 5-dBA noise level reduction at residences to the south from the existing wall at the residences and a 5-dBA noise level reduction at that would be provided by the proposed building structure on site, as the building would block the line of sight between most activities on the nearby receivers to the south and west.

The combined noise levels from forklifts and truck deliveries at the nearest receiving properties are summarized in Table 9 of the Noise and Vibration Study (Appendix D) and compared to both the City's hourly daytime and nighttime noise level thresholds because the project's hours of operation would occur during daytime hours from 7:00 a.m. to 4:00 p.m. as well as during nighttime hours from 6:00 a.m. to 7:00 a.m. As shown therein, noise levels would not exceed the daytime or nighttime hourly exterior noise level limits established by SMMC Section 5-5.04 and 5-5.05 for residential and industrial land uses at the nearest receiving properties. Therefore, impacts would be less than significant, similar to the findings of the IS-MND.

The Modified Project would generate new vehicle trips that would increase noise levels on nearby roadways. According to the project-specific Traffic and VMT Analysis prepared by Associated Transportation Engineers (2025), the project, which includes the proposed project and the existing warehouse, would result in 121 ADT. This additional traffic to La Brea Avenue would increase noise levels by approximately 0.3 dBA. The increase would not exceed the 3 dBA criterion for off-site noise impacts. Impacts would be less than significant, similar to the findings of the IS-MND.

Therefore, the Modified Project would not result in new or substantially more severe significant impacts to ambient noise levels than what would occur with the Original Project, and no mitigation measures for impacts for ambient noise levels would apply to the project.

*b. Would the project generate excessive groundborne vibration or groundborne noise levels?*

According to the 2022 MND, the Original Project would generate groundborne vibration during construction. Groundborne vibration would not exceed the applicable vibration

thresholds for human annoyance and structural damage at the nearest building, and construction-related vibration impacts would be less than significant. The project would not include operational sources of vibration, and no operational vibration impact would occur.

The Modified Project would not include significant stationary sources of vibration, such as heavy vibration-generating equipment operations. Therefore, no operational vibration impact would occur. The Modified Project would generate groundborne vibration during construction. Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the proposed project would utilize loaded trucks, front-end loader, and excavators. Vibration impacts are assessed from the edge of construction activity. Vibration levels were also analyzed at the nearest residential structure to the south at a distance of 200 feet. As shown in Table 13 of Appendix D, groundborne vibration from construction equipment would not exceed the applicable vibration thresholds. Impacts would be less than significant, similar to the findings of the IS-MND.

c. *Would the project be 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, and expose people residing or working in the project area to excessive noise levels?*

According to the 2022 MND, the airport closest to the project site is the Santa Maria Public Airport located approximately four miles south of the project site. The project site is not located in an Airport Influence Area for this airport (Santa Barbara County Airport Land Use Commission 1993). In addition, the project site is not near a private airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels, and no impact would occur.

The Project site is located in the same location as the Original Project. Therefore, the Modified Project would not result in new or substantially more severe significant impacts to airport noise than what would occur with the Original Project, and no mitigation measures for impacts for airport noise would apply to the Modified Project.

## 14. Population and Housing

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | No | No | No | N/A |

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | No | No | No | N/A |

*Setting:*

Santa Maria consistently has been the fastest growing city in Santa Barbara County over the last two decades. From Census 2000 to Census 2010, 90% of the county's population growth occurred in the City of Santa Maria. It is anticipated that this trend will continue throughout the current decade as Santa Maria continues to be the hub for Northern Santa Barbara County.

*a. Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

The 2022 MND determined that impacts related to substantial unplanned population growth as a result of the Original Project would be less than significant. The Original Project would provide 6 new jobs which would not induce substantial unplanned population growth. The proposed project would be located in an urbanized portion of the city with existing infrastructure and the new jobs that would be created are likely to be filled by the existing employment base.

The Modified Project would not result in a substantial unplanned population increase in the city as the project employees are likely to be hired from the existing resident workforce pool within Santa Maria. Therefore, the Modified Project would not result in new or substantially more severe significant impacts to substantial unplanned population growth than what would occur with the Original Project, and no mitigation measures for impacts for substantial unplanned population growth would apply to the Modified Project.

*b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The 2022 MND determined the project site is located in an area planned and zoned for industrial development. The project site is neither suitable nor appropriately zoned to allow for residential development and would not displace existing people or housing or necessitate the construction of additional housing. Therefore, no impacts would occur.

The Project site would occur on the same property. The Modified Project would not result in

more residential development than the Original Project. Therefore, the Modified Project would not result in new or substantially more severe significant impacts to displacement of substantial numbers of existing people or housing than what would occur with the Original Project, and no mitigation measures for such impacts would apply to the Modified Project.

## 15. Public Service

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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? | No | No | No | N/A |
| ii. Police protection? | No | No | No | N/A |
| iii. Schools? | No | No | No | N/A |
| iv. Parks? | No | No | No | N/A |
| v. Other public facilities? | No | No | No | N/A |

*Setting:*

The City of Santa Maria provides the following public services: fire, recreation and park, community development, public works, police protection, libraries, water, drainage, wastewater and solid waste. The project site is approximately 2.0 miles to the southeast of City of Santa Maria Fire Department Station #2 located at 416 Carmen Lane. The project site would be served by the City of Santa Maria Police Department Station located at 1111 West Betteravia Road which would be approximately 1.5 miles away. The Santa Maria Bonita School District serves the City's elementary and junior high-schools, the high-schools are served by the Santa Maria Joint Union High School District. Minami Park is the nearest

park to the project site and is about 0.8 miles away.

*i. Fire Protection?*

*ii. Police Protection?*

*iii. Schools?*

*iv. Parks?*

*v. Other public facilities?*

The 2022 MND determined that the project site is located within an existing developed area of the City that can accommodate the proposed development with the existing public services that have been established. The project would be required to be outfitted with a fire suppression system and would be subject to the City and State Fire Safety and Building codes. The project would not result in the need for expanded fire or police services. The impacts to fire and police response times or performance objectives would be minimal, and these services would remain in place to respond in the event of an emergency at the project site. The project would not be growth-inducing, it would not result in a significant increase in school-aged children in the area. The proposed project would not induce population growth or contribute significantly to the demand on park facilities The project would not significantly impact schools, parks, roads or other public facilities. Therefore, the impact on public services (Fire protection, Police protection, Schools, Parks and other public facilities) in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services would be less than significant.

The Project site would occur on the same property with the same proximity to existing public services as the Original Project and would also be required to establish the same building and fire safety features prior to occupying the building. The Modified Project would not result in growth-inducing impacts because it would only add a minimal number of employees (up to four) that would likely be hired from the local population. Therefore, the Modified Project would not result in new or substantially more severe significant impacts to public services than what would occur with the Original Project, and no mitigation measures for such impacts would apply to the Modified Project.

## 16. Recreation

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities | No | No | No | N/A |

| Would the project: | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| such that substantial physical deterioration of the facility would occur or be accelerated? | | | | |
| b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | No | No | No | N/A |

*Setting:*

The City of Santa Maria's recreation system is comprised of several local parks and recreational facilities. Specifically, the City's General Plan lists the following existing facilities: parks, playfields (baseball, softball, soccer fields, football fields, tennis and handball/racquetball), community centers, social-cultural centers, senior centers, gymnasiums, community swimming pools and aquatic centers. Minami Park is located approximately 0.9 mile east of the project site and provides amenities such as a playground, basketball courts, a sand volleyball court, softball field, lighted tennis courts, bocce ball, and a large open grass area.

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?*

b. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The 2022 MND determined that impacts related to parks or other recreational facilities as a result of the Original Project would be less than significant.

The Modified Project includes industrial development which would not generate significant new residents in the city, and would not significantly increase parks and recreational facility use beyond what was anticipated for in the Original Project because only four employees would be generated. Therefore, the Modified Project would not result in new or substantially more severe impacts to parks or other recreational facilities than what would occur with the Original Project, and no mitigation measures for impacts to parks would apply to the Modified Project.

## 17. Transportation

| | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | No | No | No | N/A |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | No | No | No | N/A |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)? | No | No | No | N/A |
| d. Result in inadequate emergency access? | No | No | No | N/A |

*Setting:*

Regional access to the City of Santa Maria is provided by the U.S. 101 Freeway. U.S. 101 extends south of Santa Maria to the City of Santa Barbara and beyond to the Los Angeles area. North of Santa Maria, U.S. 101 passes through San Luis Obispo County. The major existing north-south streets serving Santa Maria are Broadway, Blosser/Skyway, and Miller. The major east-west streets serving Santa Maria are Donovan Road, Alvin Avenue, Main Street, Stowell Road, Battles Road, McCoy Lane, and Betteravia Road. The City provides four types of public transportation services. The City's Rail System includes passenger and freight service. Trails and paths as well as bike lanes serve as the primary form of pedestrian transportation. Commercial and General Aviation from the Santa Maria Public Airport District is also provided. The City also provides the Santa Maria Area Transit (SMAT) Public Transit bus service citywide. Other regional bus services include the Breeze Bus, Clean Air Express, Guadalupe Flyer and Regional Transit Authority (RTA) Route 10.

*a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

*b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The traffic analysis in the 2022 MND was based on Vehicle Miles Traveled (VMT) per CEQA

Guidelines section 15064.3,b but did also consider Level of Service (LOS) as required by the City's General Plan Circulation Element.. A Traffic and VMT analysis was completed by Associated Transportation Engineers for the Original Project and was updated to consider the Project (Appendix E). The Original Project determined the addition of the trips generated from the project to the street network would not generate impacts or be inconsistent with the City's transportation polices related to traffic operations because a less than significant change in intersection performance would occur. This project's relatively minor traffic additions would not degrade operations to unacceptable levels. Therefore, the implementation of the project would have a less than significant impact to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, b because the project generates 71 ADT which is under the 110 daily trips threshold and is exempt from further VMT analysis in compliance with Senate Bill 743. Therefore, the impact upon vehicle miles traveled would be less than significant.

The Modified Project does increase the number of trips to the site by a small margin. A Traffic and Vehicle Miles (VMT) Analysis was completed for the proposed warehouse project by Associated Traffic Engineers, dated March 19, 2025 (Appendix E). The traffic study considered the cumulative potential impacts by including trip generation information from the first building, currently under operation, and from the Modified Project. The study determined that the road network adjacent to the project site can accommodate the trips generated cumulatively with both buildings trip generation considered. The Modified Project would generate an additional 50 average daily trips including 5 a.m. peak hour trips and 5 p.m. peak hour trips. The cumulative traffic generation when including the existing building would total to 121 average daily trips (78 automobile and 43 trucks), 12 a.m. peak hour trips and 13 p.m. peak hour trips. These values were generated conservatively by utilizing standard rates from the Institute of Transpiration Engineers (ITE) Manual. As stated earlier, the applicant's anticipated trip generation rate is four daily trips. The cumulative VMT would also result in less than significant impacts as the number of average daily trips resulting from the Modified Project would not exceed the City's VMT screening threshold of 110 average daily trips (which considers automobiles only). Therefore, the implementation of the Modified Project would have a less than significant impact to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and VMT.

c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

d. *Would the project result in inadequate emergency access?*

The analysis the 2022 MND determined that Original Project would result in no impacts related to traffic hazards and emergency access. The Modified Project would not substantially change the internal circulation, traffic improvements required for development of the site, or any other features that would result in a new traffic hazards or inadequate emergency access. Therefore, the Modified Project would not result in new or substantially more severe impacts related to traffic hazards and emergency access in comparison to the

Original Project.

## 18. Tribal Cultural Resources

| | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 | | | | |
| a. 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)? | No | No | No | N/A |
| b. 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? In applying the 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. | No | No | No | Yes |

*Setting:*

The Santa Maria Valley is not considered to be a major archaeological or paleontological resource area. The Santa Ynez Tribal Elders Council as well as other Tribe's identified on the Native American Heritage Commission Tribal Consultation List for Santa Barbara County are routinely contacted to determine if consultation on CEQA documents is required in accordance with AB 52.

a. *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)?*

*b. 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. In applying the 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?*

According to the 2022 MND, the proposed project is on a vacant site which has been graded and is seasonally mowed. The potential for the existence of buried archaeological materials within the project area is considered low based on the historic physical setting, the previous grading, the historic use of the site for agriculture, the regular clearing of vegetation off the site, and extent of those previous disturbances. The project site does not contain any known tribal cultural resources that have been listed, or are eligible for listing, in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The Lead Agency has not identified any significant resource as defined in Public Resources Code section 5024.1, on the site. The Project would not cause an adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Therefore, the project would have no significant impact to historical resources and no mitigation is required.

The City has notified California Native American tribes who have formally requested notification on CEQA projects under Assembly Bill 52. This notification affords California Native American tribes the opportunity for consultation pursuant to Public Resources Code § 21080.3.1. The City was not contacted by any of the notified California Native American tribes after notification from the City. However, the City has added a mitigation measure, TCR-1, for a “discovery clause” whereby work would cease and the Tribe would be notified if a tribal cultural resource was inadvertently discovered during ground-disturbing activities. Therefore, the project would have a less than significant impact with mitigation incorporated.

The Modified Project is on the same site as the Original Project and includes a similar scope of work including grading, paving, landscaping and building construction. Therefore, impacts would be less than significant with mitigation. In summary, with implementation of Mitigation Measures TCR-1, from the 2022 MND, the Modified Project would not result in new or substantially more severe impacts to tribal cultural resources nor require new mitigation measures when compared to those that were anticipated in the analysis included in the 2022 MND.

## 19. Utilities and Service Systems

| | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| 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? | No | No | No | N/A |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | No | No | No | N/A |
| 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? | No | No | No | N/A |
| 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? | No | No | No | N/A |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | No | No | No | N/A |

*Setting:*

The primary utility services the City provides are related to water, wastewater and solid waste. The City of Santa Maria derives water from multiple supply sources including local groundwater, purchased water from the State Water Project, associated return flows recaptured from the Santa Maria Groundwater Basin, assigned rights to water from the Santa Maria Groundwater Basin, and assigned rights to augmented yield from Twitchell Reservoir. The City's Wastewater Treatment Plant is located on the west side of Santa Maria on Black Road. The treatment capacity of the Wastewater Treatment Plant was expanded to 13.5 million gallons a day in 2010. The City of Santa Maria owns and operates a non-hazardous Class III Regional Landfill located on the east side of Santa Maria. The City operates a fleet of solid waste collection vehicles that collect a majority of solid waste generated in the City and brought to the Santa Maria Regional Landfill. Curbside recycling is also collected by the City fleet.

a. *Would the project 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?*

b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

The 2022 MND determined that the Original Project is not expected to be a high-water user and would connect to an existing water main on La Brea Avenue. The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The Original Project is required to comply with Chapter 8-12 of the City Code (Wastewater Collection, Treatment and Disposal) and any wastewater discharged to the City system must not interfere with the functioning of the City wastewater treatment plant or compliance with its discharge requirements. Therefore, the wastewater treatment requirements of the Central Coast Regional Water Quality Control Board would not be exceeded, and potential impacts would be less than significant. The project would not necessitate the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities. No offsite drainage improvements or modifications would be necessary. Therefore, impacts would be less than significant.

The Modified Project is located on the same site as the Original Project and would utilize the same utility providers. The Modified Project would not result in new or substantially more severe impacts to water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities than what would occur with the Original Project, and no mitigation measures for impacts to water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities would apply to the Original Project. Lastly, the Modified Project would not result in new or substantially more severe impacts to water supply than what would occur with the Original Project, and no mitigation measures for impacts to water supply would apply to the Modified Project because the water demand is minor (approximately 0.70 AFY).

c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

According to the 2022 MND, wastewater treatment services would be provided to the project site by the City of Santa Maria's Utility Department and treated at the wastewater treatment plan, which has a capacity of 13.5 million gallons a day. The City of Santa Maria's 2020 Urban Water Management Plan estimates that by 2025, the City will treat up to 8 million gallons a day of wastewater. The original project is not a high-water user estimated to use 0.69 acre-feet per year and is estimated to produce 50 gallons of wastewater per day, and therefore would not necessitate the expansion of an existing wastewater facility based on the City's current treatment capacity. Therefore, impacts would be less than significant.

The Modified Project would not increase the total population beyond the capacity of the WWTP. Therefore, the Modified Project would not result in new or substantially more severe impacts to wastewater treatment than what would occur with the Original Project, and no mitigation measures for impacts to wastewater treatment would apply to the Modified Project.

d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

According to the 2022 MND, the Original Project would rely on the City's solid waste collection services and facilities. According to the Estimated Solid Waste Generation Rates from CalRecycle, the proposed warehouse would generate approximately 106 tons of solid waste per year. Based on the existing and projected available capacity of the solid waste facility, the proposed development would not result in the need for new or expanded solid waste facilities. The City of Santa Maria currently disposes of solid waste at the Santa Maria Regional Landfill, located at 2065 East Main Street in Santa Maria, with estimated remaining capacity of 79 acres of active landfill area according to the Final Environmental Impact Report completed in 2010 for the City's Integrated Waste Management Facility Project.

In addition, the design and planned operation of the facility is consistent with the State Minimum Standards for Solid Waste Handling and Disposal as determined by the enforcement agency based on review of the January 11, 2011 Joint Technical Document, pursuant to PRC 44009.

The Modified 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 Modified Project, as permitted, shall be consistent with and would be required to comply with applicable federal, state, and local regulations regarding solid waste. Therefore, the Modified Project would not result in new or substantially more severe impacts to solid waste than what would occur with the Original Project, and no mitigation measures for impacts to solid waste would apply to the Modified Project.

## 20. Wildfire

| | | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|---|
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | | |
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | | No | No | No | N/A |
| 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? | | No | No | No | N/A |
| 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? | | No | No | No | N/A |
| d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | No | No | No | N/A |

*Setting:*

The potential for wildland fire in the Santa Maria Planning Area is characterized by limited grassland and brush fires due to the absence of extensive tracts of mountainous and brush covered terrain. The most significant wildland fire hazards in the Planning Area are associated with the coastal sage scrub and grass covered slopes in the Casmalia and

Solomon Hills to the south of the City. The oak savannah hillsides to the east of U.S. 101 and north of Clark Avenue represent another wildland fire hazard area. The Santa Maria Valley Oil Field represents another type of fire risk. The project site is a flat space that primarily contains seasonally cut grasses and does contain an abandoned oil well.

a. *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

b. *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

c. *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

d. *Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

According to the 2022 MND, The Original Project does not include any characteristics or features that would interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the project would not impact an adopted emergency response plan or evacuation plan.

The Project site is primarily surrounded by urban development on all sides with the exception of an undeveloped lot to the west where a drainage basin is located and is not located adjacent to a wildland area or a state responsibility area. According to the Safety Element in the City's General Plan, the Santa Maria Valley is not susceptible to high wildland fire risks (City 1995). This conclusion is further supported by the California Department of Forestry and Fire Protection's Fire and Resource Assessment Program Fire Hazard Sensitivity Zone Viewer. This map indicates that the project site is not located within a Very High Fire Hazard Severity Zone. The project is not located in or near a state responsibility area or lands classified as very high hazard severity zones. Therefore, the project would not be exposed to risks from wildland fires and impacts would be less than significant.

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

The project site is relatively flat. The project site is not located within an area that has been identified by the State of California as being potentially susceptible to seismically induced landslides, nor is the site within a flooding hazard zone. The proposed project would not expose people or structures to significant downstream flooding impacts as a result of runoff or drainage changes. Therefore, impacts would be less than significant.

The Modified Project is located on the same location as the Original Project. The site does not include any forests or wildlands, and the surrounding land uses include residential and

industrial development. The site is not located in a state responsibility area or adjacent to any lands classified as very high fire hazard severity zones. In addition, the Modified Project would be required to comply with all uniformly applied development standards to ensure emergency access to the site and avoid conflict with City emergency response and evacuation plans. Due to the location of the site in a developed portion of the city away from state responsibility areas or lands classified as very high fire hazard severity zones and required compliance with emergency standards and plans, the Modified project would not exacerbate wildfire risks or otherwise expose people or structures to significant risks associated with wildfire or post-fire conditions. Therefore, the Modified Project would not result in new or substantially more severe impacts to wildfire than what would occur with the Original Project, and no mitigation measures for impacts to wildfire would apply to the Modified Project.

## Mandatory Findings of Significance

| | Do Proposed Changes Require Major Revisions to the 2022 MND? | Do New Circumstances Require Major Revisions to the 2022 MND? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? | Do 2022 MND Mitigation Measures Address and/or Resolve Impacts? |
|---|---|---|---|---|
| a. 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? | No | No | No | N/A |
| b. 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)? | No | No | No | N/A |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | No | No | No | Yes |

a. *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?*

The Original Project could have the potential to result in impacts associated with air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials and tribal cultural resources (see Section 3, Air Quality; Section 5, Cultural Resources; Section 8, Greenhouse Gas Emissions; Section 9, Hazards and Hazardous Materials; and Section 18, Tribal Cultural Resources). Mitigation measures have been identified to reduce potential impacts to a less-than-significant level, including but not limited to, protection and inadvertent discovery of archaeological and human remains protocol. Implementation of Mitigation Measures CR-1, and CR-2 would reduce potential impacts associated with degradation of the quality of the environment, reduction of the habitat of a fish or wildlife species, or elimination of important examples of major periods of California prehistory to *less than significant*. The Modified Project would not result in any new or substantially more severe impacts to wildlife habitats, populations, ranges, or important examples of the major periods of California history or prehistory beyond those identified in the 2022 MND for the Original Project.

b. *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)?*

Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. Based on implementation of identified project-specific mitigation measures and the relatively limited number and extent of potential impacts, the cumulative effects of the proposed project would not be cumulatively considerable and would be less than cumulatively considerable and *less than significant*.

With implementation of applicable mitigation, the Modified Project would not contribute to a cumulative impact when considered in combination with other projects. Furthermore, the Modified Project would not affect City population or housing or conflict with development potential identified in the City of Santa Maria General Plan. The Modified Project would not generate growth or new vehicle trips that could contribute to cumulative impacts to the City's circulation system, regional VMT, air quality, or ambient noise levels. As a result, operational impacts would not be cumulatively considerable. In summary, the Modified Project would not result in any new or substantially more severe cumulative impacts than those analyzed in the 2022 MND.

c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The development of the Original Project could have the potential to result in impacts associated with air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials and tribal cultural resources. Mitigation measures have been identified to reduce potential impacts to a less-than-significant level, including but not limited to, fugitive dust control measures, 100% renewable energy sources and diesel exhaust control measures. Implementation of these measures would reduce potential adverse effects on human beings to *less than significant.* Therefore, with implementation of the required measures, no substantial adverse effects on human beings would occur as a result of the Modified Project. The Modified Project would not result in new or substantially more severe environmental effects on human beings, either directly or indirectly, beyond what was analyzed in the 2022 MND.

## Conclusion

In accordance with Section 15164 of the CEQA Guidelines, the City of Santa Maria has determined this Addendum to the 2022 MND is necessary to document changes or additions that have occurred in the project description since the 2022 MND was originally prepared. No new significant impacts or impacts of substantially greater severity beyond those previously disclosed in the 2022 MND would occur as a result of the Modified Project. Therefore, the following determinations have been found to be applicable:

- No further evaluation of environmental impacts is required for the Modified Project;
- No Subsequent Mitigated Negative Declaration (MND) is necessary per CEQA Guidelines Section 15162; and
- This addendum is the appropriate level of environmental analysis and documentation for the Modified Project in accordance with CEQA Guidelines Section 15164.

As demonstrated by the analysis throughout this addendum, the Modified Project would not introduce any new significant environmental impacts beyond those which have already been identified and characterized in the 2022 MND. None of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent ND have occurred as a result of the Project. The City has reviewed and considered the information contained in this Addendum in its consideration of the 2022 MND and finds the preparation of a Subsequent MND is not necessary. Pursuant to CEQA Guidelines Section 15164(c), this addendum would be included in the public record for the 2022 MND.

**Figures**

Figure 1 – Vicinity Map
Figure 2 – Project Location
Figure 3 – Proposed Site Plan
Figure 4 - Construction Emissions from Project
Figure 5 – Construction Emissions from Original Project
Figure 6 – Estimated Average Daily Operational Emissions (Building One and Two)
Figure 7 – Estimated GHG Emissions During Construction
Figure 8 – Combined Annual GHG Emissions

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## Appendix

A. 2022 Mitigation Monitoring Program
B. Plan Set
C. Air Quality/GHG Study
D. Noise & Vibration Technical Study
E. Traffic and VMT Analysis

**CITY OF SANTA MARIA**
# MITIGATION MONITORING PROGRAM

PROJECT NAME: Seaside Packaging Warehouse and Distribution Facility

APPROVAL DATE: _____ FILE NUMBERS: U2021-0002

Mitigated Negative Declaration for Seaside Packaging Warehouse and Distribution Facility Project
(SCH# 2021120566)

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

Appendix A

| Mitigation Measure/ Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| ***AIR QUALITY*** | | | | | | | |
| **AQ-1 Fugitive Dust Control Measures.** The following standard SBCAPCD fugitive dust control measures would be required for project implementation:<br>a. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding SBCAPCD's limit of 20 percent opacity for greater than three minutes in any 30-minute period. 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 shall be required whenever the wind speed exceeds 15 miles per hour (mph). Reclaimed water shall be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption.<br>b. The amount of disturbed area shall be minimized.<br>c. On-site vehicle speeds shall be no greater than 15 mph when traveling on unpaved surfaces.<br>d. A track-out prevention device shall be installed and operated where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel washing systems.<br>e. If stockpiling of material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. | Implement and show dust control measures on plans | During demolition, ground disturbance, and construction activities | Regular (bi-weekly) spot checks, or as determined necessary by City | Project applicant | | | |

| Mitigation Measure/ Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| f. After clearing, grading, earth moving or excavation is completed, the disturbed area shall be treated by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All driveways and sidewalks to be paved/surfaced shall be completed as soon as possible.<br>g. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.<br>h. The project applicant shall comply with SBCAPCD Rule 345: Control of Fugitive Dust from construction and Demolition Activities, including all applicable standards and measures therein. | | | | | | | |
| **AQ-2 100% Renewable Energy.** Prior to issuance of building permits, the Applicant shall provide evidence to the City Community Development Department that all buildings to be located on-site would be serviced by Central Coast Community Energy (3CE), if 3CE (or any other clean energy provider) is an available electricity service provider in the city, and that 100% renewable energy is to be utilized for the operation of the project over its lifetime. The project shall be fully electric (including the use of forklifts) and not utilize natural gas connections. | Submit documents showing the project would utilize 100% renewable energy over the lifetime of the project | Prior to issuance of building permits | N/A | Project applicant, City | | | |

<table>
<tr><th>Mitigation Measure/<br>Condition of Approval</th><th>Action Required</th><th>When Monitoring to Occur</th><th>Monitoring Frequency</th><th>Responsible Agency or Party</th><th colspan="3">Compliance Verification</th></tr>
<tr><th></th><th></th><th></th><th></th><th></th><th>Initial</th><th>Date</th><th>Comments</th></tr>
<tr><td>AQ-3 Electric Vehicle Charging Stations. Prior to the issuance of building permits, the Applicant or its designee shall submit plans for the installation of one EV charging station for every required number of parking spaces to be “EV Capable” for nonresidential uses per the 2019 California Green Building Standards Code (Section 5.106.5.3.3), detailed below:
<table>
<tr><th>Parking Spaces</th><th>Required Number of “EV Capable”</th></tr>
<tr><td>0-9</td><td>0</td></tr>
<tr><td>10-25</td><td>1</td></tr>
<tr><td>26-50</td><td>2</td></tr>
<tr><td>51-75</td><td>4</td></tr>
<tr><td>76-100</td><td>5</td></tr>
<tr><td>101-150</td><td>7</td></tr>
<tr><td>151-200</td><td>10</td></tr>
<tr><td>201+</td><td>6% of total</td></tr>
</table>
Charging stations shall be located in desirable and convenient locations so as to encourage use. These details shall be shown on building plans for any future development proposed on-site.</td><td>Submit plans for EV charging stations for City approval</td><td>Prior to approval of building permits</td><td>N/A</td><td>Project applicant, City</td><td></td><td></td><td></td></tr>
<tr><td>AQ-4 Diesel Exhaust Control Measures. In addition to measures required by state law, the following measures shall be shown on all grading and building plans and implemented throughout all grading, hauling, and construction activities:<br>a. Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines shall be used to the maximum extent feasible.</td><td>Implement diesel exhaust control measures and show measures on plans</td><td>During demolition, ground disturbance, and construction activities</td><td>Regular (bi-weekly) spot checks, or as determined necessary by City</td><td>Project applicant, City</td><td></td><td></td><td></td></tr>
</table>

| Mitigation Measure/ Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| b. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the maximum extent feasible.<br>c. Diesel-powered equipment shall be replaced by electric equipment whenever feasible.<br>d. Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel, should be used on-site, where feasible.<br>e. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.<br>f. All construction equipment shall be maintained in tune per the manufacturer's specifications.<br>g. The engine size of construction equipment shall be the minimum practical size.<br>h. 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.<br>i. Construction worker trips shall be minimized by encouraging carpooling and by providing for lunch on-site.<br>j. Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.<br>k. Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.<br>l. Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the | | | | | | | |

| Mitigation Measure/ Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| fresh air intakes to buildings, air conditioners, and windows. | | | | | | | |
| ***CULTURAL RESOURCES*** | | | | | | | |
| **CR-1. Inadvertent Discovery of Archaeological Resources.** In the event that any cultural resource is encountered during subsurface earthwork activities associated with future development of the project site, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 Series forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features, including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center (CCIC), located at the University of California, Santa Barbara, and | Notify City if applicable | During subsurface earthwork activities | N/A | Project applicant | | | |

| Mitigation Measure/ Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| provide for the permanent curation of the recovered materials. | | | | | | | |
| **CR-2. Inadvertent Discovery of Human Remains.** In the event that human remains are exposed during subsurface earthwork activities associated with future development of the project site, an immediate halt work order shall be issued, and the City Community Development Department shall be notified. California Health and Safety Code Section 7050.5 requires that no further disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. These protocols shall be detailed on project grading and construction plans for all future development on-site. | Notify City if applicable | During subsurface earthwork activities | N/A | Project applicant | | | |
| ***GREENHOUSE GAS EMISSIONS*** | | | | | | | |
| Implement AQ-2 – 4 as listed above | | | | | | | |
| ***HAZARDS AND HAZARDOUS MATERIALS*** | | | | | | | |
| **HAZ-1. Disclosure**. The applicant shall disclose for distribution in the City's public records information acceptable to the City of Santa Maria concerning studies and remediation performed under this measure and where the results of these may be found. Additionally, the City shall require disclosure for distribution to the County Recorder for implementation onto a Title Report if not already provided. This information shall be provided to the | Provide documents to City and evidence of documents being recorded with County | Prior to issuance of a building permit for grading or construction activities | N/A | Project Applicant, City | | | |

| Mitigation Measure/ Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| City prior to issuance of a building permit for grading or construction activities. | | | | | | | |
| **HAZ-2. Stop Work Procedure**. If during construction, visual contamination or chemical odors are detected, work will be stopped immediately and the Santa Barbara County Fire Department Hazardous Materials Unit (HMU) will be contacted. Resumption of work will require the approval of HMU. | Notify City and HMU if applicable | During ground disturbing activity and construction | N/A | Project Applicant | | | |
| **HAZ-3. Minimization of Oil Facility Health Risks During Construction.** Implementation of the following actions shall satisfy the performance standard that the project will minimize health risks associated with oil facilities in accordance with Department of Conservation, California Geologic Energy Management Division (CalGEM) standards established by Public Resources Code 3106. The applicant shall coordinate with CalGEM to reduce potential impacts associated with known and unknown oil and gas wells, associated flow lines, storage tanks, oil and gas separators and/or any other equipment associated with oil production. The following actions shall be implemented prior to issuance of a building permit for grading or construction activities to assure compliance with all CalGEM requirements to minimize human health risks:<br>a. In the event that previously unknown oil or gas wells and/or associated equipment is discovered, CalGEM shall be contacted immediately to assess the equipment. Recommendations of CalGEM to address the discovered equipment shall be implemented. At minimum CalGEM shall be notified regarding | Notify the City and CalGEM if applicable, and provide the required documents to CalGEM as needed | Prior to issuance of a building permit for grading or construction activities | N/A | Project Applicant | | | |

| Mitigation Measure/ Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| the oil well identified on the CalGEM GIS website.<br>b. No work shall be performed on any oil or gas well or associated production equipment without written approval from CalGEM.<br>c. The applicant shall submit a preliminary copy of the development site plan to CalGEM for review.<br>d. All wells and associated oil production equipment within the project boundary shall be located and evaluated in accordance with CalGEM's Construction Site Plan Review and Well Review Programs.<br>e. When contaminated soil is discovered either by the applicant or a CalGEM inspector, the phrase "Contaminated soil was found in proximity to the well" shall be included as a comment on the Construction-Site Plan Review. Any soil containing hydrocarbons shall be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.<br>f. When contaminated soil is discovered after CalGEM has issued a Construction-Site Plan Review letter, a follow-up letter may be sent to the local permitting agency.<br>g. The site plans shall be modified to avoid construction in the vicinity of wells or oil production equipment, and buildings should be sited to maintain adequate access to wells in compliance with CalGEM setbacks. A 10' no build easement shall be recorded as an easement on the site.<br>h. If an unrecorded well is discovered during the construction process, CalGEM must be notified | | | | | | | |

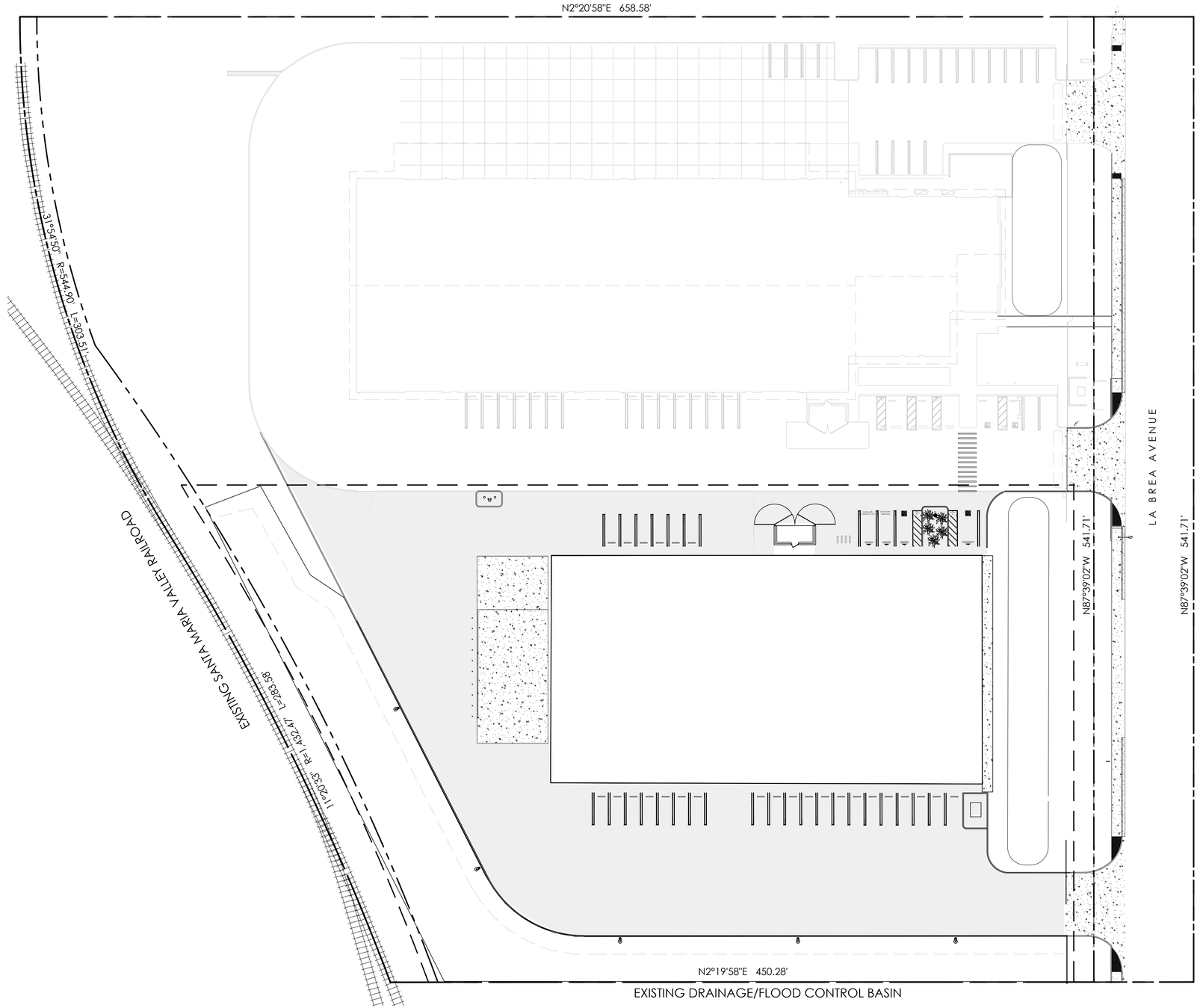
| Mitigation Measure/ Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| immediately. Plugging and abandonment or re-abandonment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

| Mitigation Measure/ Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| Barbara, and provide for the permanent curation of the recovered materials. | | | | | | | |

# SEASIDE PACKAGING WAREHOUSE II

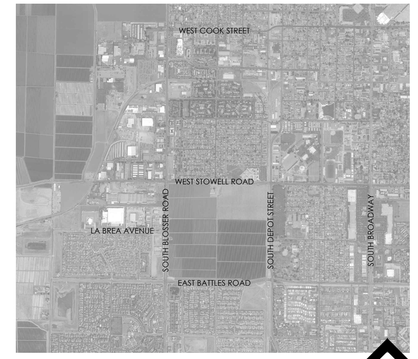
## CONDITIONAL USE PERMIT U2021-0002 AMENDMENT

## SANTA MARIA, CALIFORNIA




Overall Site Plan
Scale: 1" = 30'-0"

NORTH




Vicinity Map
Scale: Not to Scale

NORTH

PROJECT DESCRIPTION:

CONSTRUCT NEW 31,000 SQUARE FOOT AGRICULTURAL BOX STORAGE WAREHOUSE, ASSOCIATED PARKING, ONE LOADING DOCK, LANDSCAPING, AND WATER BASINS ON 2.5 ACRES OF AN EXISTING 6.18 PARCEL. THIS IS PHASE II OF AN EXISTING WAREHOUSE ON THE SAME PROPERTY. THERE WILL BE NO RETAIL SALES OR SERVICES ON THE PREMISIS.

OWNER / DESIGN TEAM

| | |
|---|---|
| PROPERTY OWNER: | BILLY OWCZARSKI<br>SEASIDE PACKAGING, INC.<br>1450 E. WOOLEY ROAD<br>OXNARD, CALIFORNIA, 93030<br>805. 483.4240, billy@seasidepackaging.com |
| ARCHITECT: | SHANE MAPLES, ARCHITECT, C37563<br>OMNI DESIGN, INC.<br>1326 CHORRO STREET<br>SAN LUIS OBISPO, CALIFORNIA 93401<br>805. 544.9700, smaples@omnidesign.us |
| CIVIL ENGINEER: | BRANDON MARCHELL, P.E. C 92955<br>OMNI DESIGN GROUP, INC.,<br>1326 CHORRO STREET<br>SAN LUIS OBISPO, CALIFORNIA 93401<br>805. 544.9700, bmarchell@omnidesign.us |
| ELECTRICAL ENGINEER: | JMPE ELCTRICAL ENGINEERS<br>JOHN MALONEY, P.E. 13083<br>127 WEST CLARK AVENUE, SUITE 204<br>SANTA MARIA, CALIFORNIA 93455<br>805.866.1390, sal@jmpe.net |
| LANDSCAPE ARCHITECT: | TERRY LEE, LANDSCAPE ARCHITECT<br>RLA 4108, ARBORIST, LEED GR<br>319 NORTH HIGHWAY 1, SPC 54<br>GROVER BEACH, CALIFORNIA 93433<br>805.459.0794, terrylleeasla@gmail.com |

SITE INFORMATION

| | |
|---|---|
| LOCATION: | 1500 WEST LA BREA AVENUE, SANTA MARIA |
| A.P.N: | 117-240-034 |
| GENERAL PLAN DESIGNATION: | GI - GENERAL INDUSTRIAL |
| ZONING: | M2 - GENERAL MANUFATURING |
| SIZE OF PROJECT AREA: | 2.5 ACRES (110,398 SF) |
| SIZE OF PARCEL: | 6.18 ACRES GROSS (269,401 SF) |
| PRESENT USE: | EXISTING WAREHOUSE |
| ACCESS: | THREE (E) DRIVEWAYS OFF LA BREA AVENUE |

| | |
|---|---|
| SURROUNDING USES / ZONING: | |
| NORTH | SANTA MARIA VALLEY RAILROAD |
| SOUTH | SMALL LOT, SINGLE FAMILY RESIDENTIAL |
| EAST | OLD DOMINION DISTRIBUTION FACILITY: M2-GENERAL MANUFACTURING |
| WEST | EXISTING DRAINAGE/FLOOD CONTROL BASIN |
| PARKING REQUIRED AND SPACES PROVIDED PER CITY OF SANTA MARIA ORDINANCE SECTION 12-32.03: | 1 PER 1,040 SQUARE FEET = (30) 9' X19' FULL SIZE<br>INCLUSIVE OF (2) CLEAN AIR/VAN POOL/EV SPACES PER TABLE 5.106.52<br>INCLUSIVE OF (2) ACCESSIBLE SPACES (1 VAN, AND 1 STANDARD), PER TABLE 11B.208.2 |
| SETBACKS: | FRONT - REQUIRED: 20'-0"<br>PROVIDED: 62'-8" FROM ROW EASEMENT<br>SIDE - REQUIRED: NONE<br>PROVIDED: 302'-3" (EAST)<br>PROVIDED: 112'-0" (WEST)<br>REAR - REQUIRED: NONE<br>PROVIDED: 100'-3" MINIMUM |
| BUILDING COVERAGE: | 31,000 SQUARE FEET (12%) (CUMULATIVE 27%) |
| PAVED AREA: | 50,829 SQUARE FEET (30%) (CUMULATIVE 70%) |
| LANDSCAPE AREA: (INCLUDING STORMWATER BASINS) | 28,569 SQUARE FEET (11%) (CUMULATIVE 30%) |

BUILDING DATA

| | | |
|---|---|---|
| HEIGHT: SMMC 12-17.09 | 37'-0" PROPOSED | 40' PERMITTED |
| PROPOSED AREA: CBC 507.5 | 31,000 SF PROPOSED | UNLIMITED |
| CONSTRUCTION TYPE: | TYPE VB, SPRINKLERED | |
| OCCUPANCY GROUP: | S-1/B | |
| HIGH PILE STORAGE: | YES | |
| SPRINKLERED: | YES | |

Project Data


CUP1.0 Cover Sheet and Overall Site Plan
CUP2.0 Existing Site Plan
CUP2.1 Partial Proposed Site Plan
CUP3.0 Exterior Elevations
CUP4.0 Floor Plan
CUP5.0 General Fire Safety Requirements
C1.0 Preliminary Grading and Drainage Plan
C2.0 Preliminary Site and Utility Plan
C3.0 Erosion Control Plan
C3.1 Erosion Control Details
C4.0 Vehicle Tracking Analysis
L1.0 Preliminary Landscape Plan
E1.2 Photometric Plan
E1.3 Lighting Schedule and Statistics


Sheet Index

Appendix B


ODI
OMNI DESIGN
INCORPORATED
Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401


Project:
PACKAGING WAREHOUSE II
1475 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA


All designs and other information on these drawings are for use on this specific project and shall not be used otherwise without the expressed written permission of Omni Design Incorporated.

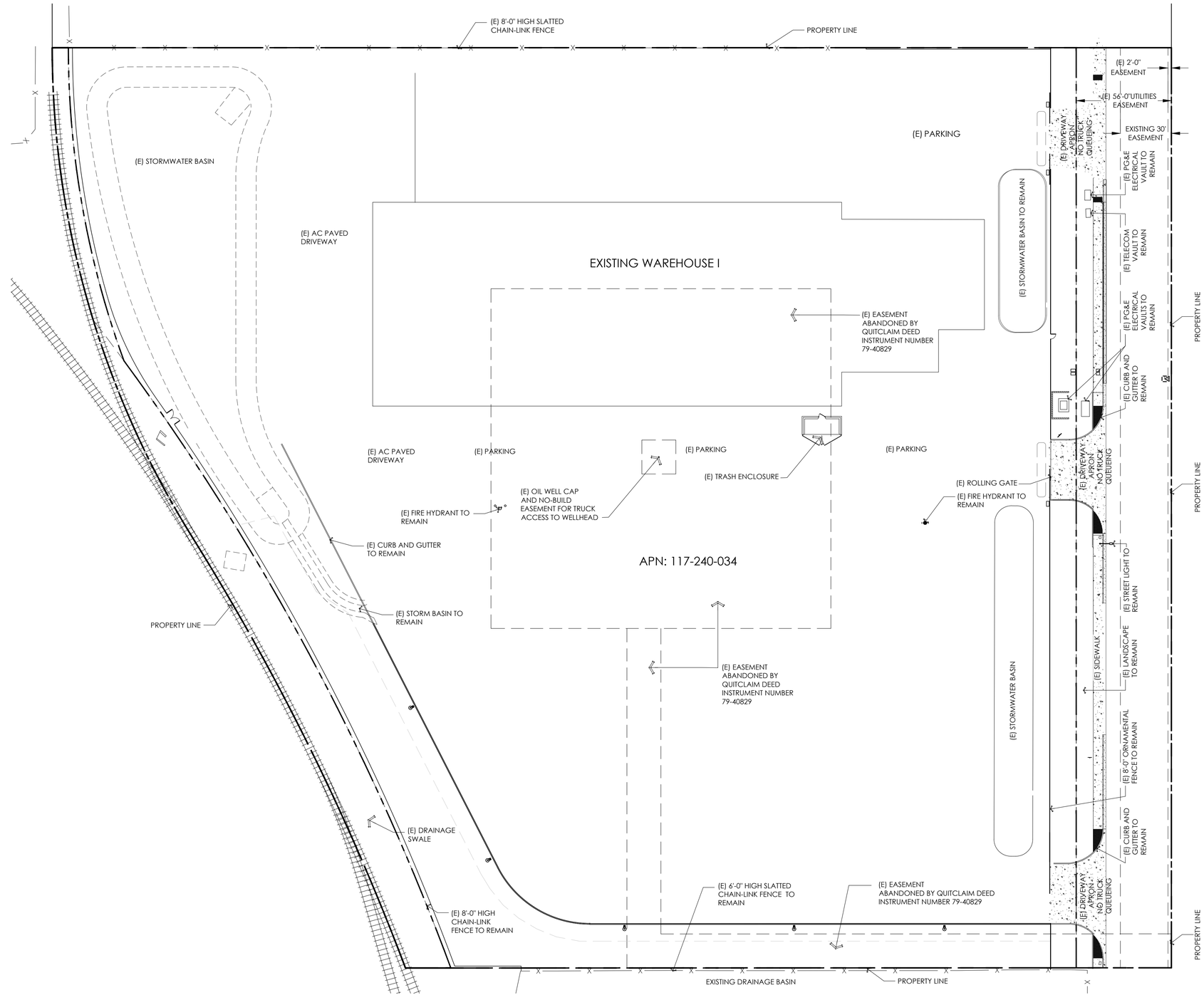

Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on this job and this office shall be notified in writing of any variations from the dimensions or conditions shown in these drawings.

PROJECT NUMBER: 1255-02

DATE: 06.10.2025

SHEET TITLE:
COVER SHEET AND OVERALL SITE PLAN

SHEET NUMBER:
CUP1.0




Existing Site Plan
Scale: 1" = 30'-0"

0 15 30 60 120

NORTH

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OMNI DESIGN
INCORPORATED
Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:
PACKAGING WAREHOUSE II
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SEASIDE PACKAGING
1450 EAST WOOLEY ROAD
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SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

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RENEWAL: 06/30/25
STATE OF CALIFORNIA

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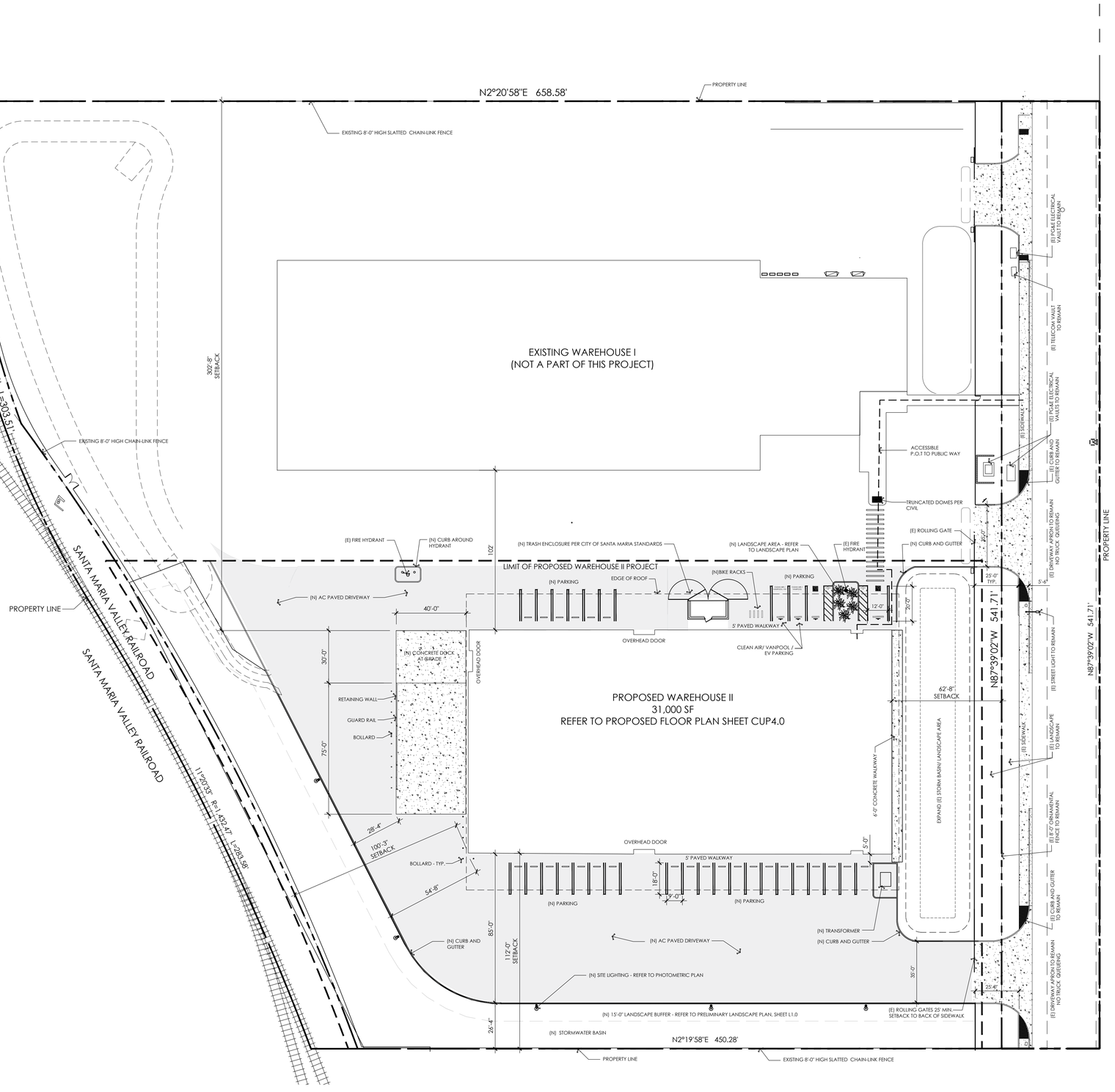
PROJECT NUMBER: 1255-02

DATE: 06.10.2025

SHEET TITLE:
EXISTING SITE PLAN

SHEET NUMBER:
CUP2.0




## Proposed Site Plan
Scale: 1" = 30'-0"

0 15 30 60 120



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SURVEYING

1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:

PACKAGING WAREHOUSE II

1475 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING

1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL :06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE: 06.10.2025

SHEET TITLE:

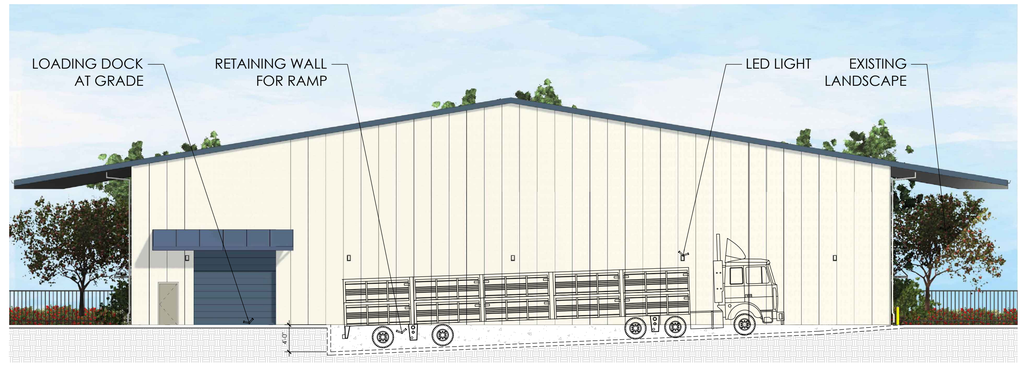
PROPOSED SITE PLAN

SHEET NUMBER:

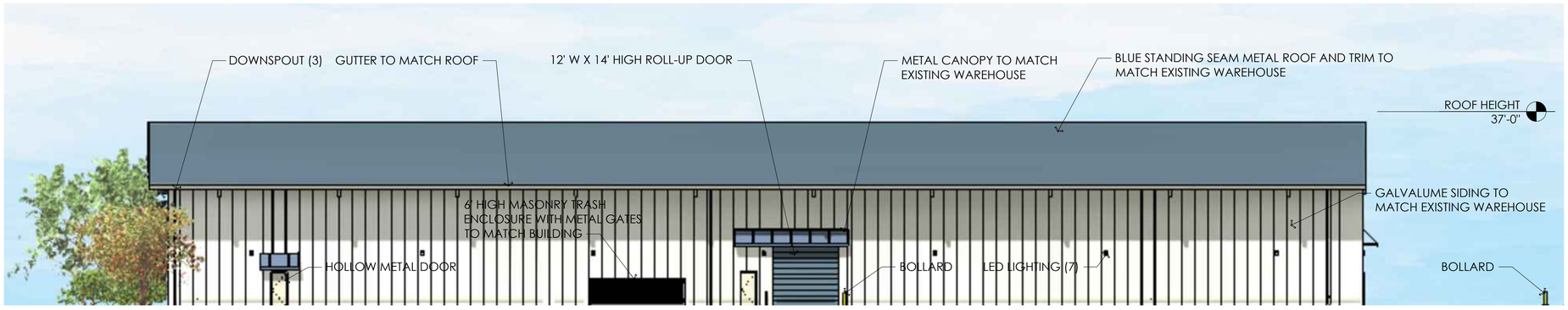
NORTH

CUP2.1

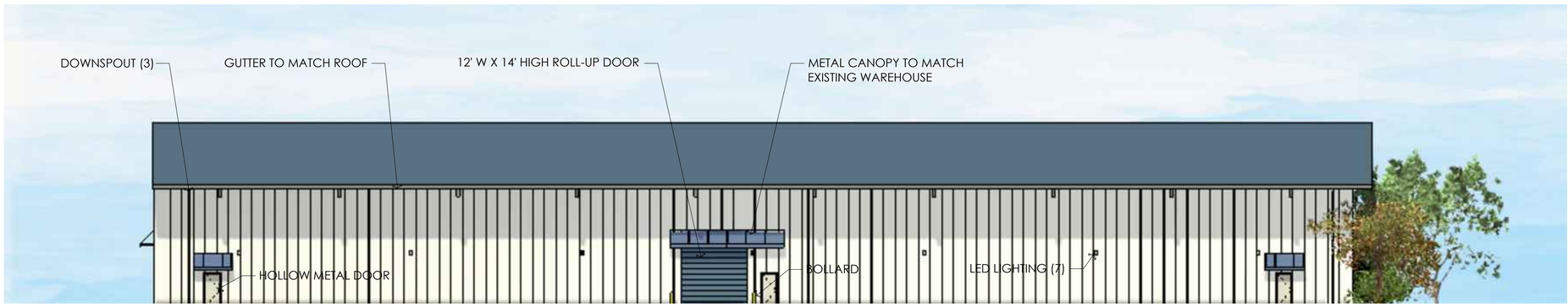
## South Elevation
Scale: 3/32" = 1"-0"




## North Elevation
Scale: 3/32" = 1"-0"




## East Elevation
Scale: 3/32" = 1"-0"




## West Elevation
Scale: 3/32" = 1"-0"

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SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:
PACKAGING WAREHOUSE II

1475 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING

1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE: 07.15.2025

SHEET TITLE:
EXTERIOR ELEVATIONS

SHEET NUMBER:
CUP3.0

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INCORPORATED

Cal y Mayor Group

ARCHITECTURE
ENGINEERING
SURVEYING

1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:

## PACKAGING WAREHOUSE II

1475 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

## SEASIDE PACKAGING

1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030




NOTE: ALL CANOPIES WILL BE DESIGNED AND CONSTRUCTED TO WITHSTAND WIND OR OTHER LATERAL LOADS AND LIVE LOADS, AND SHALL MEET ALL APPLICABLE CRITERIA SPECIFIED IN THE 2022 CBC. THE COVERINGS WILL COMPLY WITH THE REQUIREMENTS OF THE 2022 CBC SECTION 3105.3

## SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE: 06.10.2025

SHEET TITLE:

## PROPOSED FLOOR PLAN

SHEET NUMBER:

CUP4.0

## Proposed Floor Plan

Scale:1/16" = 1'-0"

NORTH

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INCORPORATED

Cal y Mayor Group

ARCHITECTURE
ENGINEERING
SURVEYING

1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:

PACKAGING WAREHOUSE II

1475 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING

1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |
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| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE: 06.10.2025

SHEET TITLE:

GENERAL FIRE SAFETY REQUIREMENTS

SHEET NUMBER:

CUP5.0

**GENERAL FIRE SAFETY REQUIREMENTS:**

EMERGENCY CONTACT INFORMATION:

AN "EMERGENCY CONTACT INFORMATION FORM SHALL BE FILLED OUT AND RETURNED TO THE FIRE DEPARTMENT PRIOR TO ISSUANCE OF A BUILDING PERMIT. THIS FORM PROVIDES INFORMATION ON EMERGENCY CONTACTS FOR THE GENERAL CONTRACTOR AND/OR OWNERS OF THE PROJECT AFTER NORMAL BUSINESS HOURS.

KEY BOX:

A. A FIRE DEPARTMENT APPROVED KEY BOX SHALL BE PROVIDED AT THE MAIN ENTRANCE TO THE BUILDING/TENANT SPACE. THE BOX SHALL CONTAIN ALL KEYS NECESSARY TO ALLOW THE FIRE DEPARTMENT ACCESS TO ALL PORTIONS OF THE BUILDING OR TENANT SPACE.

B. THE BOX SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND PLACED A MINIMUM OF 84 INCHES ABOVE THE ADJACENT GRADE.

C. KEY BOX APPLICATIONS SHALL BE OBTAINED FROM **THE FIRE DEPARTMENT BUSINESS OFFICE, 314 WEST COOK ST. #8.** THE KEY BOX SHALL BE ORDERED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. KNOX COMPANY PART NUMBER 3202 IS THE MINIMUM ACCEPTABLE BOX FOR COMMERCIAL INSTALLATIONS. KNOX BOXES IDENTIFIED AS "RESIDENTIAL" SHALL NOT BE USED FOR COMMERCIAL APPLICATIONS.

D. **THE KEY BOX SHALL BE INSTALLED PRIOR TO FINAL OCCUPANCY CLEARANCE BEING GRANTED.** (ALLOW 7 TO 10 DAYS FROM TIME OF ORDER UNTIL DELIVERY OF THE KEY BOX.)

E. THE NOMINAL HEIGHT OF KNOX BOX INSTALLATIONS SHALL BE **FIVE (5) FEET ABOVE GRADE.**

PORTABLE FIRE EXTINGUISHERS: EXTINGUISHERS SHAL BE PROVIDED ACCORDING TO OCCUPANCY TYPE AND SIZE AS FOLLOWS:

A. 2A10BC MINIMUM REATING PLACED IN SUFFICIENT QUANTITY SO TRAVEL DISTANCE DOES NOT EXCEED 75 FEET.

B. ALL UNITS SHALL BE CLEARLY VISIBLE AND MOUNTED SO THE TOP OF THE UNIT IS NOT HIGHER THAN 60 INCHES ABOVE THE FLOOR. THE PROPOSED LOCATIONS OF ALL EXTINGUISHERS SHALL BE SHOWN ON YOUR PLANS.

ADDRESS NUMBERS: NEW AND EXISTING BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. THESE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND. WHERE REQUIRED BY THE FIRE CODE OFFICIAL, ADDRESS NUMBERS SHALL BE PROVIDED IN ADDITIONAL APPROVED LOCATIONS TO FACILITATE EMERGENCY RESPONSE. ADDRESS NUMBERS SHALL BE ARABIC NUMBERS OR ALPHABETICAL LETTERS. COMMERCIAL, INDUSTRIAL, AND MULTI-FAMILY RESIDENTIAL OCCUPANCIES SHALL PROVIDE ADDRESS NUMBERS WITH A MINIMUM HEIGHT OF 12" AND A MINIMUM STROKE WIDTH OF 1.5." LARGER NUMBERS MAY BE REQUIRED FOR EXTERIOR ELEVATIONS WITH SETBACKS OR BUILDING FEATURES THAT MINIMIZE VISIBILITY. SMMC SEC. 9-28.050(D)

**EMERGENCY RESPONDER RADIO COVERAGE IN NEW BUILDINGS:**

ALL NEW BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING. THIS SECTION SHALL NOT REQUIRE IMPROVEMENT OF THE EXISTING PUBLIC SAFETY COMMUNICATION SYSTEMS. THE EMERGENCY RESPONDER RADIO COVERAGE SYSTEM SHALL COMPLY WITH ONE OF THE FOLLOWING:

A. AN EMERGENCY RADIO SYSTEM INSTALLED IN ACCORDANCE WITH THE LOCAL AUTHORITY HAVING JURISDICTION'S ORDINANCE.

B. AN EMERGENCY RADIO COVERAGE SYSTEM INSTALLED IN ACCORDANCE WITH CITY OF SANTA MARIA FIRE DEPARTMENT'S EMERGENCY RESPONDER DIGITAL RADIO GUIDELINE.

**ACCESS REQUIREMENTS:**

ACCESS: FIRE DEPARTMENT ACCESS REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA FIRE CODE.

ACCESS ROADS: ALL WEATHER SURFACE ACCESS ROADS SHALL BE INSTALLED AND APPROVED BY THE FIRE DEPARTMENT PRIOR TO THE START OF CONSTRUCTION, MINIMUM ROAD STANDARDS:

A. FIRE LANES SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 24 FEET WHEN THE HEIGHT OF A BUILDING DOES NOT EXCEED 35 FEET. BUILDINGS WITH HEIGHTS IN EXCESS OF 35 FEET WILL REQUIRE AN UNOBSTRUCTED FIRE LANE TO BE AT LEAST 30 FEET IN WIDTH. ALL ROOF HEIGHT DIMENSIONS SHALL BE MEASURED ON A VERTICAL PLANE FROM THE LOWEST LEVEL OF VEHICULAR ACCESS TO THE HIGHEST POINT OF THE ROOFS EDGE, OR TO THE TOP OF THE PARAPET, WHICHEVER IS HIGHER.

B. 4" CLASS II ROAD BASE COMPACTED TO 95%.

C. ALLOW FIRE DEPARTMENT ACCESS TO WITHIN 150 FEET OF ANY PORTION OF ANY BUILDING.

D. 15-1/2 FOOT OVERHEAD CLEARANCE.

TEMPORARY ACCESS ROADS: TEMPORARY ACCESS ROADS AND/OR ACCESS ISSUES DURING CONSTRUCTION SHALL BE REVIEWED, INSPECTED AND APPROVED BY THE FIRE DEPARTMENT **PRIOR TO THE ISSUANCE OF THE BUILDING PERMIT.**

A. ACCESS ROADS SHALL BE MAINTAINED CLEAR AND UNOBSTRUCTED FOR THE DURATION OF THE CONSTRUCITON PROJECT.

B. **FAILURE TO MAINTAIN CLEAR AND UNOBSTRUCTED ACCESS ROADS MAY RESULT IN A "STOP WORK" ORDER BEING ISSUED FOR THE PROJECT.**

FIRE ACCESS ROAD SIGNAGE: FIRE DEPARTMENT ACCESS SIGNAGE SHALL BE PLACED AT EACH ENTRANCE TO THE PROJECT.

A. SIGNAGE DESIGN IS INCLUDED WITH THESE COMMENTS.

B. **SIGNS SHALL BE INSTALLED PRIOR TO ISSUANCE OF A BUILDING PERMIT.**

FIRE LANE SIGNS: "NO PARKING, FIRE LANE" SIGNS SHALL BE POSTED AT EACH ENTRANCE INTO THE PROJECT. SIGNS SHALL BE DESIGNED PER SANTA MARIA FIRE DEPARTMENT SPECIFICATIONS, ALL CURBING NOT WITHIN PARKING SPACE SHALL BE PAINTED RED TO DESIGNATE THE FIRE LANES.

MOTORIZED GATES:

A. ALL ELECTRICALLY OPERATED GATES WHICH ARE INSTALLED ACROSS REQUIRED FIRE ACCESS ROADS OR PATHWAYS SHALL HAVE A KNOX BRAND ACCESS SWITCH INSTALLED WHICH WILL OPEN THE GATE. THE SWITCH SHALL BE INSTALLED SO IT WILL OPEN THE GATE AND THE GATE WILL REMAIN IN THE OPEN POSITION UNTIL RESET BY THE FIRE DEPARTMENT. THE GATE SHALL HAVE A MANUAL MEANS OF OPENING IN THE EVENT OF A POWER FAILURE AND SHALL BE ACCESSIBLE FROM THE EXTERIOR OF THE PROPERTY. IN ADDITION TO THE KNOX BRAND SWITCH, AN OPTICOM STROBE DEVICE SHALL BE INSTALLED FOR RAPID ACCESS THROUGH VEHICLE ACCESS GATES FOR EMERGENCY VEHICLES.

OPTICOM FOR MOTORIZED GATES: OPTICOM STROBE DEVICE SHALL BE INSTALLED FOR RAPID ACCESS THROUGH VEHICLE ACCESS GATES FOR EMERGENCY VEHICLES.

A. **COMMERCIAL PROPERTY ELECTRICALLY OPERATED GATES** - STROBE SWITCHES ARE REQUIRED TO OPEN THE GATE SYSTEM BY OPTICOM EMITTERS MOUNTED ON EMERGENCY RESPONSE APPARATUS.

B. **FLASH CYCLE** - OPTICOM RECEIVERS MUST BE SET TO MODEL 792 H.

C. **DELAY** - OPTICOM OPERATED GATES MUST HAVE A MINIMUM TWO (2) MINUTE DELAY BEFORE CLOSING IS ACTIVATED.

D. THE MINIMUM RECIEVER HEIGHT ABOVE FINISH GRADE SHALL BE (8) FEET.

MANUALLY OPERATED GATES:

ALL MANUALLY OPERATED GATES WHICH ARE INSTALLED ACROSS REQUIRED FIRE ACCESS ROADS OR PATHWAYS AND WHICH ARE LOCKED SHALL HAVE A KNOX BRAND PADLOCK INSTALLED. THE KNOX PADLOCK SHALL BE INTEGRATED WITH ANY OTHER LOCK IN SUCH MANNER AS TO ALLOW THE GATE TO BE OPENED BY UNLOCKING THE KNOX PADLOCK ONLY.

VEHICLE ACCESS WIDTH:

FIRE DEPARTMENT APPARATUS ACCESS WIDTH SHALL NOT BE LESS THAN 24 FEET AND UNOBSTRUCTED. FIRE ACCESS STREETS, DRIVES OR ROADS ADJACENT TO BUILDING FRONTS IN COMMERCIAL CENTERS SHALL NOT BE LESS THAN 27 FEET WIDE. THE FIRE ACCESS WIDTH SHALL BE MEASURED WITH THE GATE IN THE FULLY OPEN POSITION FROM WHICHEVER POINT PROTRUDES FURTHEST INTO THE ACCESS WIDTH TO THE SAME POINT ON THE OPPOSITE E.G., EGDE OF GATE TO CURB, CURB TO CURB, CURB TO FENCE POST, ETC.

GATE CONTROLS:

SHALL BE OPERABLE BY AN APPROVED EMERGENCY OVERRIDE KEY SWITCH, WHICH IS AN INTEGRAL PART OF THE MECHANISM. IN THE EVENT OF A POWER FAILURE, THE GATE SHALL BE AUTOMATICALLY TRANSFERRED TO A FAIL-SAFE MODE ALLOWING THE GATE TO BE PUSHED OPEN WITHOUT THE USE OF SPECIAL KNOWLEDGE OR ANY EQUIPMENT. IF A TWO-GATE SYSTEM IS USED, THE OVERRIDE SWITCH MUST OPEN BOTH GATES.

TURN AROUND: DEAD END FIRE APPARATUS ACCESS ROAD IS REQUIRED TO HAVE A TURNAROUND OR OTHER MEANS AS APPROVED BY THE FIRE DEPARTMENT.

FIRE LANE SIGNS: "NO PARKING, FIRE LANE" SIGNS SHALL BE POSTED AT EACH ENTRANCE.

A. SIGNS SHALL BE DESIGNED PER SANTA MARIA FIRE DEPARTMENT SPECIFICATIONS. FIRE APPARATUS ACCESS LANES AND ROADS SHALL BE IDENTIFIED BY CURBS PAINTED RED ON BOTH THE TOP AND FACE ALONG THE ENTIRE LENGTH OF THE FIRE APPARATUS ACCESS ROAD. WHERE NO CURB EXISTS OR A ROLLED CURB IS INSTALLED, A SIX (6) INCH WIDE RED STRIP OR APPROVED POSTED SIGNS APPLIED THE FULL LENGTH OF THE FIRE APPARATUS ACCESS ROAD SHALL BE INSTALLED.

**WATER SUPPLY REQUIREMENTS:**

FIRE FLOW: FIRE FLOW SHALL BE IN ACCORDANCE WITH THE 2022 CALIFORNIA FIRE CODE, APPENDIX B.

FIRE HYDRANTS:

A. FIRE HYDRANTS SHALL BE INSTALLED PER CITY OF SANTA MARIA PUBLIC WORKS STANDARD #WA 31.

B. COMMERCIAL, MULTI-FAMILY RESIDENTIAL AND INDUSTRIAL DEVELOPMENTS SHALL BE SPACED SO TRAVEL DISTANCE DOES NOT EXCEED 350 FEET.

1. TO THE EXTENT POSSIBLE, HYDRANTS SHOULD BE LOCATED AT INTERSECTIONS TO MINIMIZE THE IMPACT TO ON-STREET PARKING. **HYDRANT SPACING MAY BE ALTERED TO MEET THIS NEED ON A CASE-BY-CASE BASIS.**

C. FIRE HYDRANTS SHALL BE INSTALLED AND OPERATION PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.

D. THE FIRE DEPARTMENT SHALL INSPECT AND APPROVE ALL FIRE HYDRANT INSTALLATIONS FOR OPERATIONAL READINESS PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.

E. **NON-COMPLIANCE WITH THIS REQUIREMENT MAY RESULT IN A "STOP WORK" ORDER BEING ISSUED.**

FIRE HYDRANT SIZE AND OUTLETS: FIRE HYDRANT SIZE AND OUTLETS SHALL BE REQUIRED AS DETERMINED BY THE FIRE CODE OFFICIAL:

1. RESIDENTIAL STANDARD - ONE (1) FOUR (4) INCH OUTLET, AND ONE (1) TWO AND ONE HALF (2 1/2) INCH OUTLET.
2. SUPER HYDRANT STANDARD - ONE (1) FOUR (4) INCH OUTLET, AND TWO (2) TWO AND ONE HALF 2 1/2) INCH OUTLET.
3. SUPER HYDRANT ENHANCED - TWO (2) FOUR (4) INCH OUTLET, AND ONE (1) TWO AND ONE HALF (2 1/2) INCH OUTLET.

FIRE HYDRANT DISTRIBUTION: SHALL BE IN ACCORDANCE WITH THE 2022 CALIFORNIA FIRE CODE, APPENDIX C.

ON-SITE FIRE HYDRANTS: ON-SITE HYDRANTS ARE REQUIRED WHEN ANY PORTION OF THE FACILITY OR BUILDING TO BE PROTECTED IS IN EXCESS OF 150 FEET FROM A WATER SUPPLY ON A PUBLIC STREET, AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE FACILITY OR BUILDING. ON-SITE FIRE HYDRANTS SHALL BE A MINIMUM OF 50 FEET FROM ANY BUILDING.

A. AUTOMATIC FIRE SPRINKLER SYSTEMS MAY BE SUBSTITUTED FOR ON-SITE HYDRANTS UPON REQUEST OF APPLICANT.

FIRE HYDRANT PROTECTION: ON-SITE FIRE HYDRANTS SHALL BE PROTECTED FROM IMPACT IN ACCORDANCE WITH CITY OF SANTA MARIA PUBLIC WORKS STANDARD #WA-20.

WATER LINES: WATER LINES SHALL BE INSTALLED PER CITY OF SANTA MARIA PUBLIC WORKS STANDARDS AND N.F.P.A. STANDARDS. FOR COMMERCIAL, MULTI-FAMILY RESIDENTIAL AND INDUSTRIAL DEVELOPMENTS, MINIMUM MAIN SIZE SHALL BE 8".

A. **WATER LINES SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.**

HYDRANT MARKERS: REFLECTIVE BLUE DOT FIRE HYDRANT LOCATION MARKERS SHALL BE INSTALLED.

**FIRE SUPPRESSION SYSTEMS:**

FIRE SPRINKLER SYSTEM:

A. ALL FIRE SPRINKLER SYSTEMS SHALL BE EQUIPPED WITH A LOCAL WATER FLOW ALARM.

DEFERRED SUBMITTAL OF FIRE SPRINKLER PLANS AND CALCULATIONS IS PERMITTED. THE PLANS AND CALCULATIONS SHALL BE SUBMITTED, REVIEWED AND APPROVED **PRIOR** TO THE APPROVAL OF FRAMING BY THE BUILDING OFFICIAL. **ANY FIRE SPRINKLER SYSTEM WORK DONE WITHOUT APPROVED PLANS AND A BUILDING PERMIT ON THE JOB SITE MAY RESULT IN THE ISSUANCE OF A "STOP WORK" ORDER. IN ADDITION, ALL SPRINKLER SYSTEM COMPONENTS INSTALLED WITHOUT APPROVED PLANS AND A BUILDING PERMIT MAY BE REQUIRED TO BE IMMEDIATELY REMOVED FROM THE BUILDING.** THIS MAY CAUSE SIGNIFICANT DELAY TO THE COMPLETION OF THE PROJECT.

SEPARATE DRAWINGS AND SUBMITTAL FOR PLANS IS REQUIRED.

FIRE DEPARMENT CONNECTION: ALL NEWLY INSTALLED FIRE DEPARTMENT CONNECTIONS WILL BE REQUIRED TO INSTALL KNOX BRAND FDC CAPS. THIS ALSO INCLUDES EXISTING BUSINESSES THAT PERFORM WORK TO THE STRUCTURE THAT REQUIRES A BUILDING PERMIT OR ANY TENANT IMPROVEMENT.

VISIBLE LOCATIONS: FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED ON THE FRONT ACCESS SIDE OF BUILDINGS, FULLY VISIBLE AND RECOGNIZABLE FROM THE STREET OR NEAREST POINT OF FIRE DEPARTMENT VEHICLE ACCESS OR AS OTHERWISE APPROVED BY THE FIRE CHIEF OR HIS/HER DESIGNEE. THE LOCATION OF FIRE DEPARTMENT CONNECTIONS SHALL BE APPROVED AND INSTALLED AS FOLLOWS:

A. WITHIN 40 FEET OF AN APPROVED ROADWAY OR DRIVEWAY AND ARRANGED SO THAT HOSE LINE CAN BE REDILY ATTACHED TO THE INLETS WITHOUT INTERFERENCE FROM ANY NARBY OBJECTS INCLUDING BUILDINGS. FENCES, POSTS, PLANTINGS, OR OTHER FIRE DEPARTMENT CONNECTIONS OR OTHERWISE APPROVED BY THE FIRE CHIEF OR HIS/HER DESIGNEE.

B. WITHIN 50 FEET OF AN APPROVED HYDRANT.

C. SO THAT THE INLET HEIGHT SHALL NOT BE LESS THAN 18 INCHES OR MORE THAN 48 INCHES ABOVE GRADE.

D. GUARD POSTS OR OTHER APPROVED MEANS SHALL BE REQUIRED TO PROTECT FIRE DEPARTMENT INLET CONNECTIONS FROM VEHICULAR DAMAGE.

**FIRE ALARM SYSTEMS**

FIRE ALARM SYSTEM: A FIRE ALARM SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 72 STANDARDS.

DEFERRED SUBMITTAL OF FIRE ALARM PLANS IS PERMITTED. THE PLANS SHALL BE SUBMITTED, REVIEWED AND APPROVED **PRIOR** TO THE START OF FRAMING.
**ANY FIRE ALARM SYSTEM WORK DONE WITHOUT APPROVED PLANS AND A BUILDING PERMIT ON THE JOB SITE MAY RESULT IN THE ISSUANCE OF A "STOP WORK" ORDER. IN ADDITION, ALL SPRINKLER SYSTEM COMPONENTS INSTALLED WITHOUT APPROVED PLANS AND A BUILDING PERMIT MAY BE REQUIRED TO BE IMMEDIATELY REMOVED FROM THE BUILDING.** THIS MAY CAUSE SIGNIFICANT DELAY TO THE COMPLETION OF THE PROJECT.

FIRE ALARM SYSTEM: FIRE ALARM SSYSTEM SHALL BE INSTALLED FOR THE FIRE SPRINKLER SYSTEM.

**LIFE SAFETY REQUIREMENTS:**

EMERGENCY LIGHTING: EMERGENCY LIGHTING SHALL BE PROVIDED FOR EMERGENCY EGRESS. THERE SHALL BE A MINIMUM OF ONE LUMEN AT THE FLOOR.

A. CALCULATIONS SHALL BE PROVIDED FOR THE EMERGENCY LIGHTING LUMENS.

B. A POWER OFF TEST WILL BE REQUIRED PRIOR TO OCCUPANCY TO DETERMINE EMERGENCY LIGHTING ADEQUACY.

**EXITING:**

A. ALL EXITING SHALL COMPLY WITH THE BUILDING CODE.

B. ALL EXITS SHALL BE PROVIDED WITH AN ALL WEATHER SURFACE WALKWAY MEETING THE FOLLOWING:

1. 48-INCH MINIMUM WIDTH
2. 96-INCH MINIMUM OVERHEAD CLEARANCE
3. CORRIDOR WIDTH SHALL BE 44"
4. SHALL LEAD TO A PUBLIC WAY

**STORAGE OF COMBUSTIBLE MATERIALS:**

STORAGE: ALL STORAGE INSIDE OF A BUILDING SHALL BE **12 FEET OR LESS. ANY PROPOSED STORAGE HIGHER THAN 12 FEET MAY REQUIRE ADDITIONAL FIXED FIRE PROTECTION SYSTEMS AND SHALL REQUIRE FIRE DEPARTMENT REVIEW AND APPROVAL.**

**HAZARDOUS MATERIALS:**

HAZARDOUS MATERIALS STORAGE:

A. ALL STORAGE OF HAZARDOUS MATERIALS SHALL BE DONE IN ACCORDANCE WITH THE FIRE CODE AND BUILDING CODE.

B. A KEY BOX SHALL BE INSTALLED PER FIRE DEPT. SPECS. AT THE MAIN ENTRANCE AND SHALL CONTAIN THE MATERIAL SAFETY DATA SHEETS FOR THE PRODUCTS STORED, A FLOOR PLAN DETAILING WHERE THEY ARE STORED, KEYS ALLOWING FIRE DEPARTMENT ACCESS TO ALL PORTIONS OF THE BUILDING, AND THE QUANTITIES STORED. KEY BOX APPLICATION IS INCLUDED WITH THESE PLAN REVIEW COMMENTS. **THE KEY BOX SHALL BE ORDERED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.**

C. **THE KEY BOX SHALL BE INSTALLED PRIOR TO FINAL OCCUPANCY CLEARANCE BEING GRANTED.** (ALLOW 7 TO 10 BUSINESS DAYS FROM TIME OF ORDER UNTIL DELIVERY OF THE KEY BOX.)

D. ALL FLAMMABLE/COMBUSTIBLE LIQUIDS SHALL BE STORED IN A UL LISTED FLAMMABLE LIQUIDS STORAGE CABINET. THE CABINET SHALL BE LABELED "DANGER, FLAMMABLE LIQUIDS, NO SMOKING OR OPEN FLAMES" IN LETTERS NOT LESS THAN 4" IN HEIGHT AND IN CONTRAST WITH THEIR BACKGROUND.

BUSINESS PLAN: A BUSINESS PLAN SHALL BE PREPARED AND PROVIDED TO THE FIRE DEPARTMENT AND SANTA BARBARA COUNTY ENVIRONMENTAL HEALTH PRIOR TO OCCUPANCY.

**INSPECTION AND PERMIT REQUIREMENTS**

INSPECTIONS/APPROVALS: THE FIRE DEPARTMENT SHALL INSPECT/APPROVE THE FOLLOWING:

FIRE ACCESS ROAD(S). **PRIOR TO THE START OF CONSTRUCTION.**

FIRE HYDRANTS. **PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.**

WATER LINES. **PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.**

SPRINKLERS PLANS AND CALCULATIONS - PRIOR TO THE START OF FRAMING.

UNDERGROUND AND OVERHEAD SPRINKLER PIPING - PRIOR TO CONCEALMENT.

FIRE ALARM SYSTEM ACCEPTANCE TEST PRIOR TO OCCUPANCY.

FINAL OCCUPANCY SIGN-OFF PRIOR TO OCCUPANCY.

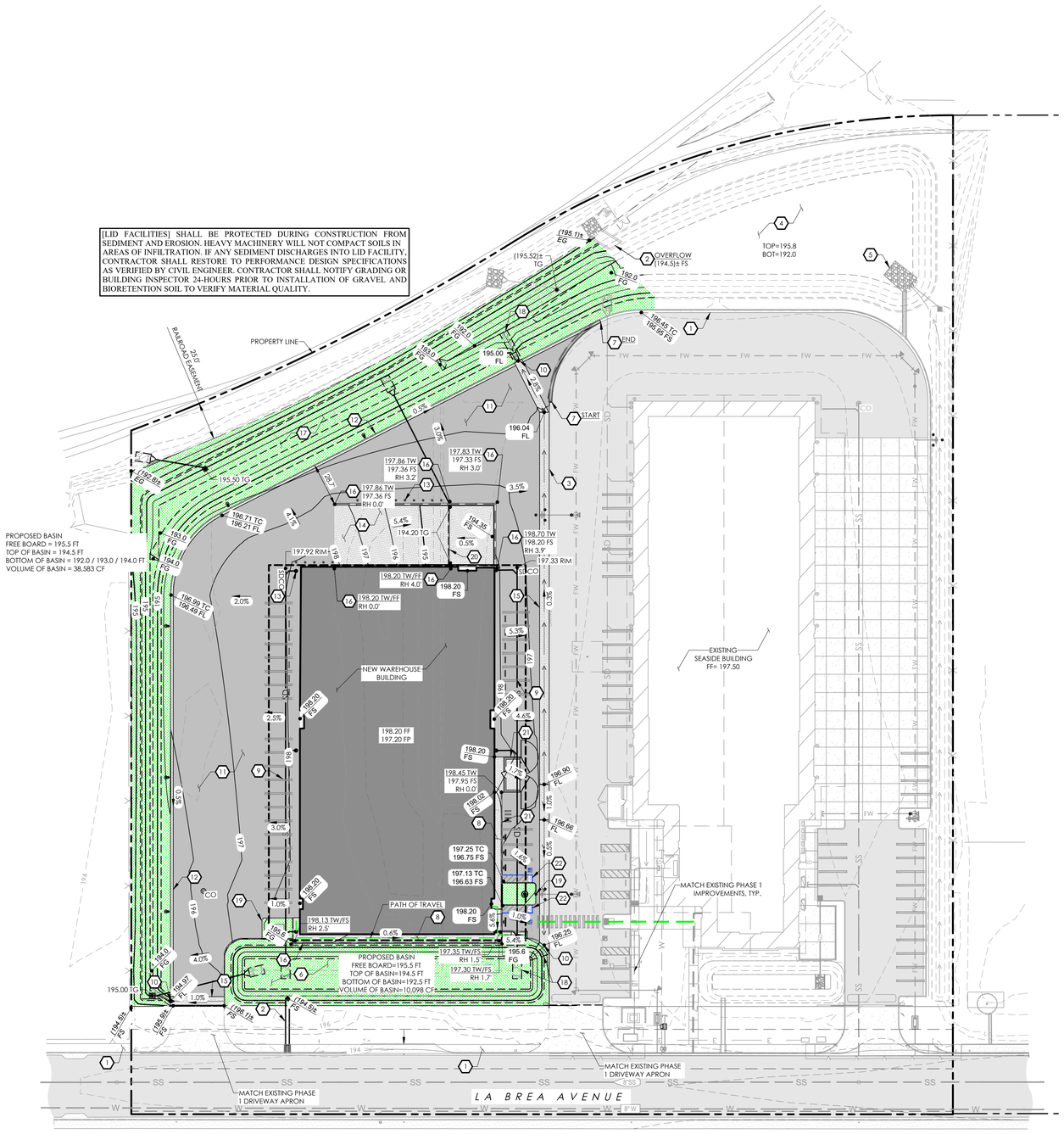
ALL REQUIREMENTS SHALL BE COMPLETED PRIOR TO FINAL OCCUPANCY APPROVAL, EXCEPT AS NOTED OTHERWISE.

THE FIRE DEPARTMENT SHALL BE GIVEN 24 HOURS MINIMUM NOTICE FOR ALL INSPECTIONS. INSPECTION REQUEST LINE (805) 925-0951, EXTENSION 502

**NOTICE:**

**WHEN A FIRE INSPECTOR ARRIVES AT A JOB SITE FOR A SCHEDULED INSPECTION AND THE CONTRACTOR OR SUB-CONTRACTOR IS NOT READY FOR THE INSPECTION, THE CONTRACTOR OR SUB-CONTRACTOR MAY BE SUBJECT TO ADDITIONAL INSPECTION FEES AT THE DISCRETION OF THE FIRE CHIEF OR HIS OR HER DESIGNEE. THE MINIMUM CHARGE IS ONE (1) HOUR.**

[LID FACILITIES] SHALL BE PROTECTED DURING CONSTRUCTION FROM SEDIMENT AND EROSION. HEAVY MACHINERY WILL NOT COMPACT SOILS IN AREAS OF INFILTRATION. IF ANY SEDIMENT DISCHARGES INTO LID FACILITY, CONTRACTOR SHALL RESTORE TO PERFORMANCE DESIGN SPECIFICATIONS AS VERIFIED BY CIVIL ENGINEER. CONTRACTOR SHALL NOTIFY GRADING OR BUILDING INSPECTOR 24-HOURS PRIOR TO INSTALLATION OF GRAVEL AND BIORETENTION SOIL TO VERIFY MATERIAL QUALITY.




## PRELIMINARY GRADING AND DRAINAGE PLAN

SCALE: 1" = 40'

40' 0' 40'

N

34

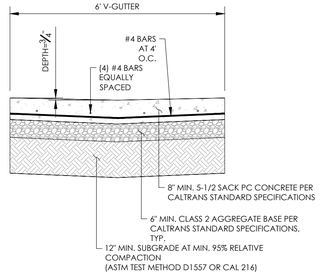
## GENERAL NOTES

1. THE EXISTING SITE CONDITIONS HAVE BEEN COMPILED BASED ON DRAWINGS PROVIDED BY THE CLIENT. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO VERIFY FIELD CONDITIONS, ESPECIALLY AT CRITICAL JOIN LOCATIONS AND REPORT ANY/ALL DISCREPANCIES IMMEDIATELY TO THE ENGINEER OF RECORD FOR THEIR REVIEW PRIOR TO CONSTRUCTION.
2. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO CONTACT USA NORTH AT 811 BEFORE ANY TRENCHING OR EXCAVATION WORK.
3. THE GEOTECHNICAL / SOILS REPORT, IN ITS ENTIRETY, SHALL BE CONSIDERED A PART OF THESE PLANS.
4. RETAINING WALL(S) ARE SHOWN FOR GRADING PURPOSES ONLY. REFER TO STRUCTURAL DESIGN AND DETAILS BY OTHERS.
5. THE CONTRACTOR SHALL PROVIDE CONCRETE SPLASH BLOCKS TO PREVENT EROSION WHERE ROOF DOWNSPOUTS DRAIN ONTO FINISH-GRADED SOILS OR LANDSCAPED AREAS.
6. GRADE TO DRAIN AWAY FROM PROPOSED STRUCTURE AT S=5% FOR 10 FEET MIN. (OR TO A SWALE AT S=2% MIN.) TYPICAL. REFER TO CBC SECTION 1803.3.

## CONSTRUCTION NOTES

1. PRESERVE EXISTING CONCRETE CURB, GUTTER, AND SIDEWALK IN PLACE.
2. PRESERVE EXISTING CONCRETE BASIN OUTFLOW STRUCTURE IN PLACE.
3. PRESERVE EXISTING FLUSH CURB IN PLACE.
4. PRESERVE EXISTING BIORETENTION BASIN IN PLACE.
5. PRESERVE EXISTING OVERSIDE DRAIN IN PLACE.
6. EXISTING BIORETENTION BASIN TO BE EXPANDED.
7. REMOVE AND PROPERLY DISPOSE THE EXISTING CURB AND GUTTER.
8. PLACE PEDESTRIAN CONCRETE PAVEMENT 2% MAX SLOPE.
9. INSTALL PARKING LOT STRIPING PER ARCHITECTURAL PLANS & DETAILS, TYP.
10. CONSTRUCT 6-FEET WIDE CURB CUT.
11. CONSTRUCT VEHICULAR ASPHALT PAVEMENT.
12. CONSTRUCT 6-INCH CONCRETE CURB AND 18-INCH GUTTER.
13. INSTALL REMOVABLE BOLLARD PER PG&E STANDARDS AND ARCHITECTURAL PLANS & DETAILS.
14. PLACE VEHICULAR CONCRETE PAVEMENT.
15. CONSTRUCT 6-FEET CROSS GUTTER PER DETAIL 13 SHOWN ON THIS PLAN.
16. CONSTRUCT CAST-IN-PLACE RETAINING WALL PER THE GRADES SHOWN ON THIS PLAN. MAINTAIN 6 INCHES MINIMUM OF COVER OVER THE TOP OF THE FOOTING. THE TOP OF WALL SHALL BE A MINIMUM OF 6 INCHES ABOVE THE HIGHEST ADJACENT GRADE IF CALL OUT IN THE GRADING PLAN.
17. PROPOSED BIORETENTION BASIN.
18. INSTALL RIP RAP AND PLACE WHERE THE SWALE ENDS.
19. CONSTRUCT 6-INCH CONCRETE CURB.
20. CONSTRUCT 6-INCH WIDE TRENCH DRAIN.
21. CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS & DETAILS.
22. INSTALL ACCESSIBLE PARKING SIGNAGE AND STRIPING.






## 6' CROSS GUTTER DETAIL

13

| | |
|---|---|
| AREA OF DISTURBANCE: | 112,350 SQUARE FEET |
| IMPERVIOUS AREA: | 90,570 SQUARE FEET |
| MAXIMUM CUT HEIGHT: | 5.9 FEET |
| MAXIMUM FILL HEIGHT: | 3.3 FEET |
| RAW CUT: | 3,900 CUBIC YARDS |
| RAW FILL: | 2,700 CUBIC YARDS |
| ADJUSTED FILL: (ASSUMED 25% SHRINKAGE) | 3,375 CUBIC YARDS |
| NET QUANTITY: | 525 YARDS (EXPORT) |

THE APPROXIMATE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE CALCULATED BETWEEN THE PROPOSED SUBGRADE OR FINISHED GRADE AND EXISTING GRADE SURFACE, AND ARE SUBJECT TO CHANGE. THESE ESTIMATES DO NOT INCLUDE CONSIDERATIONS FOR LOSSES OR BULKING DUE TO: SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCHING SPOILS, ETC. THESE CONSIDERATIONS, IN ADDITION TO ACTUAL FIELD CONDITIONS AND THE FINAL RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, MAY SIGNIFICANTLY EFFECT THE FINAL IMPORT/EXPORT QUANTITIES. APPROXIMATE QUANTITIES SHOWN ON THESE PLANS ARE FOR PERMITTING PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CALCULATE ACTUAL QUANTITIES FOR THE PURPOSE OF CONSTRUCTION AND COST ESTIMATES. CONTRACTOR IS ALSO RESPONSIBLE FOR ADJUSTMENTS TO SLOPE HINGE POINTS IN ORDER TO PROVIDE GRADED PAD AREA ADJACENT TO PATHS, WALKWAYS, AND ROADS FOR UTILITY BOXES, TRANSFORMERS, AND ABOVE GROUND UTILITY INFRASTRUCTURE.

## PRELIMINARY EARTHWORKS

14

ODI
OMNI DESIGN
INCORPORATED
Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:

PACKAGING WAREHOUSE 2.0
1300 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **BM/SA** DRAWN: **JM/CU**

REGISTERED PROFESSIONAL ENGINEER
DAVID A. MARSHALL
C84215
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA
PRELIMINARY

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PROJECT NUMBER: 24-128
DATE: **2025.06.16**

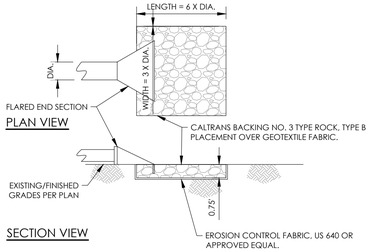
FOR GOVERNING AGENCY USE:

SHEET TITLE:
PRELIMINARY GRADING AND DRAINAGE PLAN

SHEET NUMBER:

C1.0

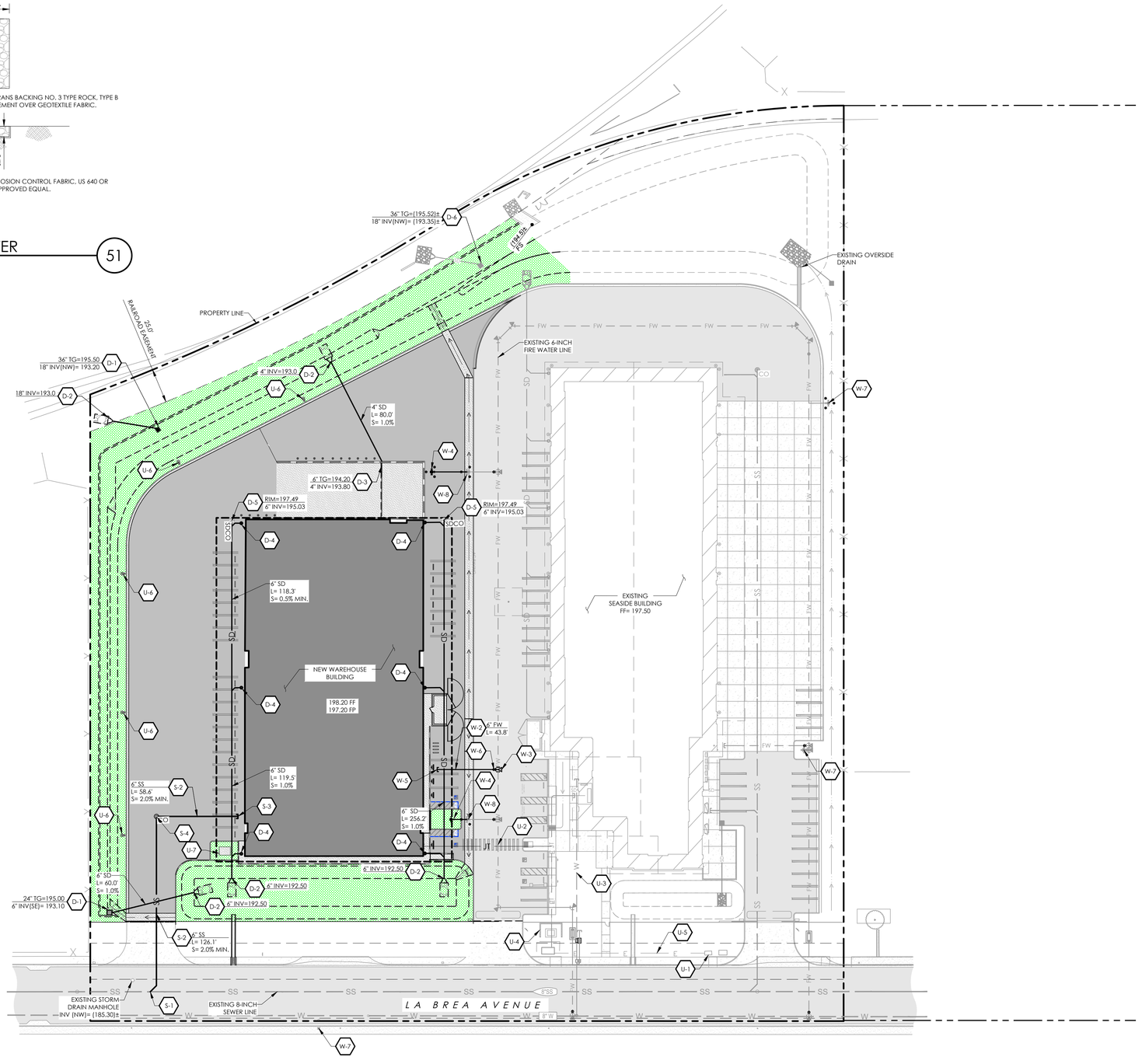
C:\Users\Sebastian Alfaro\OneDrive - Cal y Mayor\Data OMNI's files - 1255-02 Seaside Phase III_CIVIL\Sheets\C1.0 GRADING 24-128.dwg, C1.0, Jun 16, 2025 12:51pm, Sebastian Alfaro




## ROCK ENERGY DISSIPATER

NOT TO SCALE

51




## PRELIMINARY SITE AND UTILITY PLAN

SCALE: 1" = 40'

40' 0' 40'

N

24

## CONSTRUCTION NOTES

14

1. THE EXISTING SITE CONDITIONS SHOWN HEREIN HAVE BEEN COMPILED BASED ON TOPOGRAPHIC FIELD SURVEYS AND AS-BUILT DRAWINGS OF THE EXISTING IMPROVEMENTS. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO VERIFY FIELD CONDITIONS, ESPECIALLY AT CRITICAL JOIN LOCATIONS AND REPORT ANY/ALL DISCREPANCIES IMMEDIATELY TO THE ENGINEER OF RECORD AND THE GOVERNING AGENT FOR THEIR REVIEW PRIOR TO CONSTRUCTION.
2. SUBSURFACE UTILITY DATA IS DEPICTED TO LEVEL "C" OF CI/ASCE 38-02 AS DEFINED IN THE GUIDELINE FOR DEPICTION OF EXISTING SUBSURFACE UTILITY DATA. REFER TO "UTILITY NOTES" ON THE GENERAL NOTES SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
3. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO CONTACT USA NORTH AT 811 BEFORE ANY TRENCHING OR EXCAVATION WORK.
4. THE PIPE LENGTHS SHOWN ARE TAKEN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. ACTUAL FIELD LENGTHS MAY VARY.
5. UTILITY TRENCHES SHALL BE CONSTRUCTED PER LOCAL PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AND IN CONFORMITY WITH THE RESPECTIVE UTILITY AGENCY'S REQUIREMENTS.
6. REFER TO GRADING AND DRAINAGE PLAN FOR DRAINAGE UTILITY INFRASTRUCTURE, APPURTENANCES, AND ASSOCIATED CONSTRUCTION CALLOUTS.
7. IF VERTICAL PIPE BENDS ARE REQUIRED BASED ON FIELD CONDITIONS, CONTRACTOR SHALL INSTALL BLOW-OFF ASSEMBLIES AT PROPOSED WATER MAIN LINE LOW POINTS AND COMBINATION AIR AND VACUUM RELEASE VALVES AT WATER MAIN LINE HIGH POINTS PER LOCAL PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AND IN CONFORMITY WITH THE RESPECTIVE UTILITY AGENCY'S REQUIREMENTS.
8. MANHOLE CONNECTION:
CHIP A HOLE BETWEEN 1" AND 2" LARGER THAN THE PIPE OD. SALVAGE THE REINFORCING FROM THE MANHOLE / CATCH BASIN. STEEL SHALL BE BENT OUTWARD FROM THE MANHOLE. CONCRETE THE PIPE IN PLACE USING A CLASS 3, ⅜" CONCRETE MIX, INCORPORATING REINFORCING STEEL. CONCRETE SHALL COMPLETELY FILL THE VOID BETWEEN THE PIPE AND THE MANHOLE AND FORM A COLLAR AROUND THE PIPE BEHIND THE MANHOLE OF SUFFICIENT LENGTH AND THICKNESS TO COVER THE REINFORCING STEEL WITH 2" OF CONCRETE. CONCRETE SHALL BE FLUSH WITH INTERIOR OF EXISTING FACILITY. ANY VOIDS THAT APPEAR IN THE SEAL BETWEEN THE MANHOLE AND THE PIPE AFTER SETTING SHALL BE PATCHED WITH A NON-SHRINK GROUT. PIPE SHALL BE FLUSH CUT WITH THE MANHOLE INSIDE WALL. WHENEVER POSSIBLE, THE NEW PIPE SHOULD ENTER THE MANHOLE AT AN ANGLE, POINTING THE FLOW DOWNSTREAM. THE MANHOLE SHALL BE REPLACED AND ENLARGED WHEN THE PENETRATION FROM THE NEW LINE WILL RESULT IN AN INADEQUATE SECTION OF THE MANHOLE REMAINING BETWEEN THE NEW PENETRATION AND EXISTING PENETRATIONS TO PROPERLY SUPPORT THE STRUCTURE.

### STORM:

- D-1 INSTALL 24-INCH SQUARE CONCRETE CATCH BASIN BY MID STATE CONCRETE OR APPROVED EQUAL; GRATE SIZED AND INVERT ELEVATION PER PLAN.
- D-2 INSTALL HDPE FLARED-END SECTION (FES) BY ADS OR APPROVED EQUAL; OUTLET INVERT ELEVATION PER PLAN. SEE DETAIL 51 ON THIS SHEET.
- D-3 INSTALL 6-INCH WIDE TRENCH DRAIN, TRAFFIC RATED AND INVERT ELEVATION PER PLAN.
- D-4 INSTALL ROOF DOWNSPOUT.
- D-5 INSTALL STORM WATER CLEANOUT.
- D-6 EXISTING SQUARE CONCRETE CATCH BASIN.

### WATER:

- W-1 TIE INTO EXISTING 6-INCH FIRE WATER LINE.
- W-2 INSTALL C900 PVC FIRE WATER LINE; MINIMUM BURY DEPTH = 36-INCHES.
- W-3 INSTALL THRUST BLOCK AND FITTING PER CITY STANDARD WA-13; FITTING SIZE AND TYPE PER PLAN.
- W-4 INSTALL 6-INCH FIRE HYDRANT ASSEMBLY.
- W-5 PROPOSED POINT OF CONNECTION TO BUILDING PER MEP PLANS. REFER TO MEP PLANS FOR CONTINUATION OF PIPING.
- W-6 INSTALL GATE VALVES AND RISERS AT TEES AND ELBOWS PER EBMUD STANDARD 288-EA.
- W-7 EXISTING FIRE HYDRANT.
- W-8 EXISTING FIRE HYDRANT TO BE REMOVE AND RELOCATED.

### SEWER:

- S-1 TIE INTO EXISTING SEWER MAIN.
- S-2 INSTALL SDR-35 PVC SEWER TRUNK LINE; SIZE AND SLOPE PER PLAN.
- S-3 PROPOSED POINT OF CONNECTION TO BUILDING PER MEP PLANS. REFER TO MEP PLANS FOR CONTINUATION OF PIPING.
- S-4 INSTALL SEWER SANITARY CLEANOUT.

### DRY UTILITIES:

- U-1 EXISTING TRANSFORMER AND PAD PER PG&E HANDOUT PACKAGE AND IN CONFORMANCE WITH CITY AND UTILITY PROVIDER STANDARDS.
- U-2 INSTALL DRY UTILITIES IN A JOINT TRENCH PER PG&E HANDOUT PACKAGE AND IN CONFORMANCE WITH CITY AND UTILITY PROVIDER STANDARDS.
- U-3 EXISTING PHASE 1 WATER LINE.
- U-4 EXISTING PHASE 1 TRANSFORMER.
- U-5 EXISTING PHASE 1 JOINT TRENCH SERVICE.
- U-6 INSTALL SITE LIGHTING PER ELECTRICAL PLANS AND DETAILS.
- U-7 PROPOSED TRANSFORMER AND PAD PER PG&E HANDOUT PACKAGE AND IN CONFORMANCE WITH CITY AND UTILITY PROVIDER STANDARDS.

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1300 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **BM/SA** DRAWN: **JM/CU**

REGISTERED PROFESSIONAL ENGINEER
DAVID A. MARCHETTI
CIVIL
STATE OF CALIFORNIA
Exp. 9/30/25

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PROJECT NUMBER: 24-128
DATE: **2025.06.16**

FOR GOVERNING AGENCY USE:

SHEET TITLE:
PRELIMINARY SITE AND UTILITY PLAN

SHEET NUMBER:
C2.0

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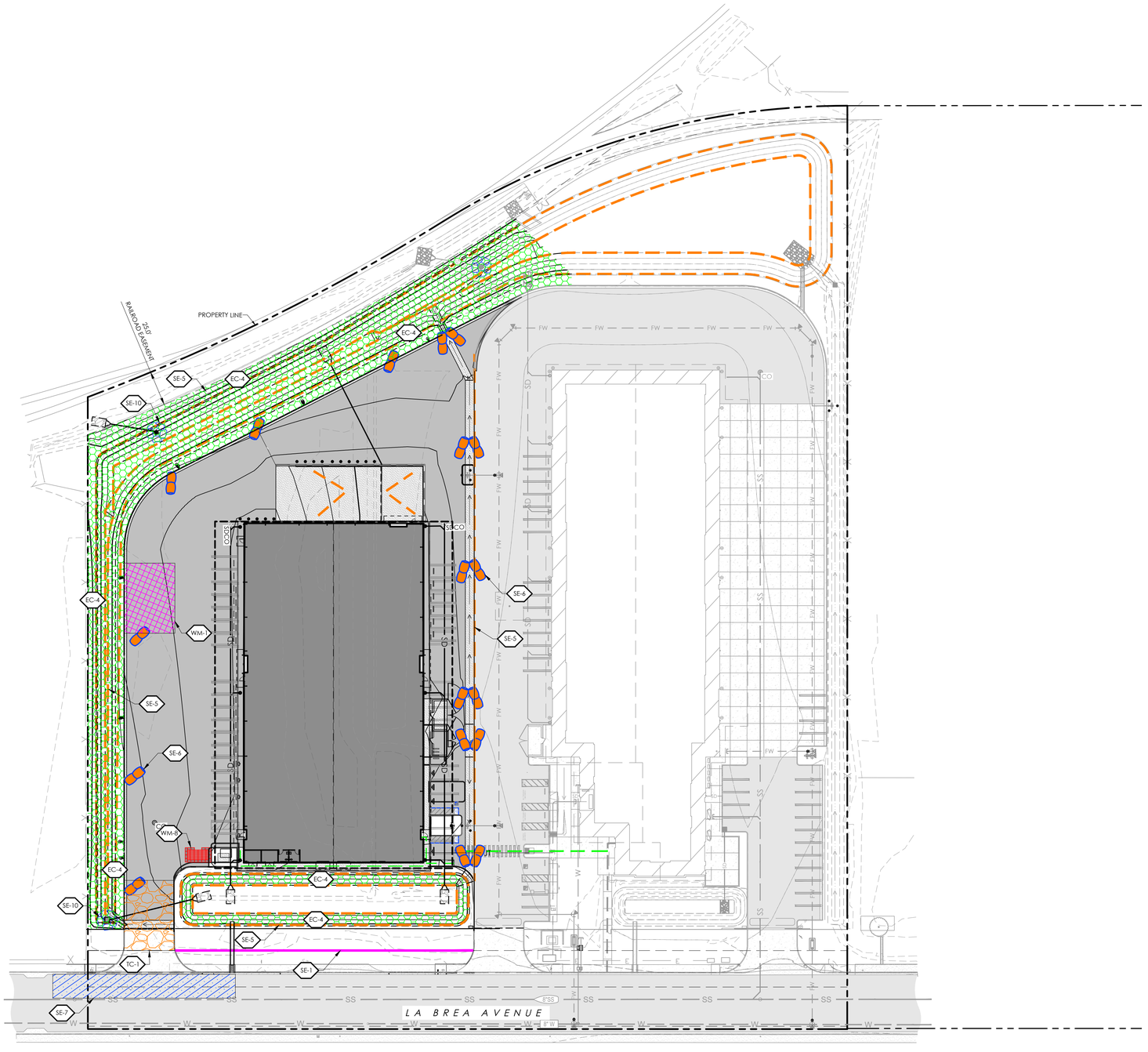


EROSION CONTROL PLAN
SCALE: 1" = 40'

40' 0' 40'

N

24

## GENERAL NOTES

1. ALL BMP's SHALL BE IMPLEMENTED UNDER SUPERVISION OF A QUALIFIED SWPPP PRACTITIONER (QSP) IN CONFORMITY WITH THE LATEST VERSION OF THE CASQA STORMWATER BEST MANAGEMENT PRACTICE HANDBOOK.
2. REFER TO EROSION CONTROL NOTES SHEET FOR ADDITIONAL NOTES AND DETAILS.

| CASQA NUMBER | DESCRIPTION | LINE TYPE / SYMBOL |
|---|---|---|
| SE-1 | SILT FENCE | |
| SE-5 | STRAW WATTLE | |
| SE-6 | GRAVEL BAGS | |
| SE-7 | STREET SWEEPING/VACUUMING | |
| SE-10 | STORM DRAIN INLET PROTECTION | |
| EC-4 | HYDROSEEDING | |
| TC-1 | STABILIZED CONSTRUCTION ENTRANCE WITH WHEEL WASH AREA AND ADD RUMBLE PLATES | |
| WM-1 | MATERIAL DELIVERY/STORAGE AREA CONSTRUCTION STAGING AREA | |
| WM-8 | CONCRETE WASTE MANAGEMENT AREA | |

## CONSTRUCTION KEY NOTES

14

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SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| DESIGN: **BM/SA** | | DRAWN: **JM/CU** | |

REGISTERED PROFESSIONAL ENGINEER
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PROJECT NUMBER: 24-128
DATE: **2025.06.16**

FOR GOVERNING AGENCY USE:

SHEET TITLE:
EROSION CONTROL PLAN

SHEET NUMBER:
C3.0

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THE FOLLOWING PRACTICES ARE TO BE USED AT ALL TIMES DURING CONSTRUCTION:

1. REDUCE THE AMOUNT OF DISTURBED AREA WHERE POSSIBLE.
2. USE WATER TRUCKS OR SPRINKLER SYSTEMS IN SUFFICIENT QUANTITY TO PREVENT AIRBORNE DUST FROM LEAVING THE SITE. INCREASED WATERING FREQUENCY WILL BE REQUIRED WHENEVER WIND SPEEDS EXCEED 15MPH. RECLAIMED (NON-POTABLE WATER) WATER SHOULD BE USED WHENEVER POSSIBLE.
3. PERMANENT DUST CONTROL MEASURES IDENTIFIED IN THE APPROVED PROJECT LANDSCAPE PLANS SHALL BE IMPLEMENTED AS SOON AS POSSIBLE FOLLOWING COMPLETION OF ANY SOIL DISTURBING ACTIVITIES.
4. EXPOSED GROUND AREAS THAT ARE PLANNED TO BE REWORKED AT DATES GREATER THAN ONE MONTH AFTER INITIAL GRADING SHALL BE SOWN WITH A FAST GERMINATING NATIVE GRASS SEED AND WATERED UNTIL VEGETATION IS ESTABLISHED.
5. ALL DISTURBED SOIL AREAS NOT SUBJECT TO RE-VEGETATION MUST BE STABILIZED USING APPROVED CHEMICAL SOIL BINDERS, JUTE NETTING, OR OTHER METHODS APPROVED IN ADVANCE BY THE LOCAL GOVERNING AGENCY.
6. ALL ROADWAYS, DRIVEWAYS, SIDEWALKS, ETC. TO BE PAVED SHOULD BE COMPLETED AS SOON AS POSSIBLE. IN ADDITION, BUILDING PADS SHOULD BE LAID AS SOON AS POSSIBLE AFTER GRADING UNLESS SEEDING OR SOIL BINDERS ARE USED.
7. VEHICLE SPEED FOR ALL CONSTRUCTION VEHICLES SHALL NOT EXCEED 15 MPH ON ANY UNPAVED SURFACE AT THE CONSTRUCTION SITE.
8. ALL TRUCKS HAULING DIRT, SAND, SOIL, OR OTHER LOOSE MATERIAL ARE TO BE COVERED OR SHOULD MAINTAIN AT LEAST TWO FEET OF FREEBOARD (MINIMUM VERTICAL DISTANCE BETWEEN TOP OF LOAD AND TOP OF TRAILER) IN ACCORDANCE WITH THE CALIFORNIA VEHICLE CODE SECTION 23114.
9. SWEEP STREETS AT THE END OF EACH DAY IF VISIBLE SOIL MATERIAL IS CARRIED ONTO ADJACENT PAVED ROADS. WATER SWEEPERS WITH RECLAIMED WATER SHOULD BE USED WHERE FEASIBLE.

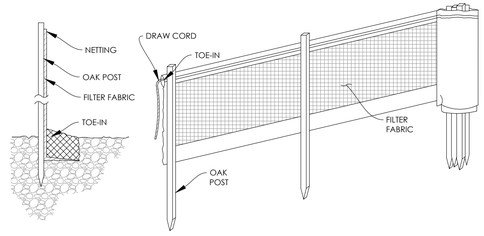
A DESIGNATED DUST CONTROL MONITOR SHALL BE CHOSEN. THEY SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF ALL DUST CONTROL MEASURES. THE MONITOR SHALL BE AVAILABLE DURING WEEKENDS AND HOLIDAYS. THE NAME AND PHONE NUMBER OF THE MONITOR SHALL BE PROVIDED TO THE LOCAL GOVERNING AGENCY AND APCD.

## AIR QUALITY CONTROL NOTES (51)

THE PROJECT CREATES AN AREA OF DISTURBANCE OF OVER 1 ACRE AND SUBSEQUENTLY COMPLIES WITH COVERAGE UNDER THE GENERAL PERMIT FOR DISCHARGES OF STORM WATER ASSOCIATED WITH CONSTRUCTION ACTIVITY CONSTRUCTION GENERAL PERMIT ORDER 2009-0009-DWQ.

WDID NUMBER: _____

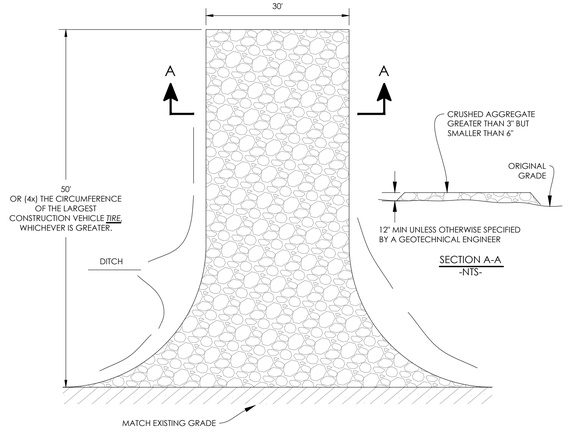
## WDID NUMBER (41)




INSTALLATION PROCEDURES:
1. DIG A 6" x 6" TRENCH AT DESIRED FENCE LOCATION
2. UNROLL SILT FENCE ALONG TRENCH
3. DRIVE STAKES INTO THE DOWNHILL SIDE OF TRENCH WITH NETTING AND STAKES FACING THE DOWNHILL SIDE.
4. LAY THE BOTTOM 6" OF FABRIC INTO THE TRENCH AND FILL WITH TOP SOIL FOR PROPER TOE-IN.
5. DRAW TENSION CORD AT TOP OF FENCE AND TIE TO END STAKES.

## PREASSEMBLED SILT FENCE (SE-1) (31)

NOT TO SCALE

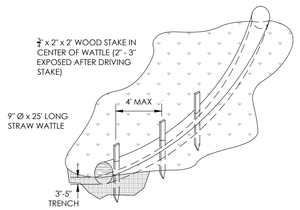



## STABILIZED CONSTRUCTION ENTRANCE (TC-1) (12)

NOT TO SCALE

INSTALLATION TABLE

| SLOPE | ROLL INTERVAL |
|---|---|
| 4:1 OR FLATTER | 20' O.C. |
| BETWEEN 2:1 AND 4:1 | 15' O.C. |
| 2:1 AND STEEPER | 10' O.C. |




NOTES:
PLACE STRAW WATTLE IN TRENCH. WATTLE TO BE TIGHTLY BUTTED END TO END BUT NOT OVERLAPPING. MINIMUM 6 STAKES PER 25' OF WATTLE.

## STRAW WATTLE (SE-5) (32)

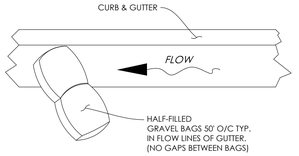
NOT TO SCALE

1. THE CONTRACTOR SHALL BE OR DESIGNATE A QUALIFIED SWPPP PRACTITIONER (QSP). THE QSP SHALL HAVE THE APPROPRIATE TRAINING AND OVERSEE ALL IMPLEMENTATION OF THE SWPPP AND ITS REQUIREMENTS. THE QSP SHALL BE RESPONSIBLE FOR ALL INSPECTIONS AND OBSERVATIONS OF THE BMP'S AND IMPLEMENTATION OF ANY CHANGES NEEDED TO BE IN CONFORMANCE WITH THE REQUIREMENTS OF THE GENERAL PERMIT. THE QSP SHALL HOLD A PRE-CONSTRUCTION MEETING WITH ALL CONTRACTORS AND SUBCONTRACTORS THAT WILL BE WORKING AT THE SITE AND INFORM THEM ON THE REQUIREMENTS OF THE GENERAL PERMIT AND THE SWPPP.
2. THE QUALIFIED SWPPP DEVELOPER (QSD) SHALL APPROVE AND CERTIFY ALL AMENDMENTS TO THE SWPPP AND THE ANNUAL CERTIFICATIONS.
3. IF THERE ARE ANY LIMIT EXCEEDANCES OF THE GENERAL PERMIT REQUIREMENTS, THE QSP SHALL IMPLEMENT THE CHANGES NECESSARY TO KEEP THE EXCEEDANCE FROM HAPPENING AGAIN AND REPORT THE EXCEEDANCE VIA THE SMARTS SYSTEM PER THE REQUIREMENTS OF THE GENERAL PERMIT. (SEE SWPPP)
4. IF WATER MONITORING BECOMES NECESSARY PER THE REQUIREMENTS OF THE GENERAL PERMIT, THEN THE PERSON OR PERSONS DOING THE MONITORING SHALL HAVE THE APPROPRIATE TRAINING AND QUALIFICATION TO PERFORM SUCH MONITORING.
5. EROSION CONTROL SHEET(S) SHOW THE WATER MONITORING LOCATIONS THAT HAVE BEEN CHOSEN FOR THIS SITE BY THE QSD. THE QSP SHALL REVIEW THESE LOCATIONS AND REPORT BACK TO THE QSD IF THIS LOCATION IS DEEMED UNSAFE OR UNSUITABLE FOR ANY REASONS.
6. THE QSP SHALL ASSURE ALL SAFETY PRECAUTIONS NECESSARY HAVE BEEN IMPLEMENTED TO CONDUCT THE WATER MONITORING.
7. A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (APPROXIMATELY OCTOBER 15 THROUGH APRIL 15). ADEQUATE BMP MATERIALS SHALL BE AVAILABLE AND STOCKPILED ONSITE, OR AT NEARBY LOCATIONS TO FACILITATE RAPID IMPLEMENTATION OF TEMPORARY BMP DEVICES WHEN THE FORECAST FOR RAIN IS 50% OR GREATER PER NOAA.
8. THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL BMP MEASURES AS SHOWN ON THIS PLAN AND/OR AS DIRECTED BY THE ENGINEER OF RECORD, QSP, OR QSD TO CONTROL DRAINAGE WHICH HAS BEEN AFFECTED BY GRADING AND/OR TRENCHING
9. THE CONTRACTOR SHALL BE ON CALL IN THE EVENT IT IS NECESSARY TO IMPLEMENT EROSION CONTROL BMP MEASURES OR IN THE EVENT OF AN EMERGENCY.
10. ALL STORMWATER CONTROL MEASURES THAT ARE IDENTIFIED IN A RAIN EVENT ACTION PLAN(REAP) SHALL BE IN PLACE 24 HRS. PRIOR TO FORECAST RAIN EVENTS.
11. AFTER A RAIN EVENT, ALL BMP'S SHALL BE INSPECTED AND ANY BUILDUP OF SEDIMENTS SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.
12. THE ENGINEER OF RECORD, QSP, QSD OR AN AUTHORIZED REPRESENTATIVE MAY REQUIRE THE DEVELOPER AT ANY TIME TO INSTALL AND/OR CONSTRUCT ADDITIONAL DRAINAGE STRUCTURES AS NECESSARY TO PREVENT OR CONTROL EROSION.
13. THE EROSION CONTROL DEVICES ON THIS PLAN ARE A GENERAL CONCEPT OF WHAT MAY BE REQUIRED. EROSION CONTROL DEVICES MAY BE RELOCATED, DELETED OR ADDITIONAL ITEMS MAY BE REQUIRED DEPENDING ON THE ACTUAL SOIL CONDITIONS ENCOUNTERED. EROSION CONTROL DEVICES MAY BE PLACED AT THE DISCRETION OF THE QSP AND/OR AS APPROVED BY THE QSD.
14. THE CONTRACTOR IS RESPONSIBLE TO KEEP AND MAINTAIN ALL EROSION CONTROL DEVICES IN PROPER WORKING ORDER AND TO MODIFY THOSE DEVICES AS SITE PROGRESS DICTATES.
15. THE CONTRACTOR SHALL MONITOR THE EROSION CONTROL DEVICES DURING STORMS AND MODIFY THEM IN ORDER TO PREVENT PROGRESS OF ANY ONGOING EROSION.
16. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ANY EROSION OR DEBRIS SPILLING ONTO A PUBLIC STREET DAILY.
17. THE CONTRACTOR AND/OR QSP SHALL CONTACT THE QSD IN THE EVENT THAT THE EROSION CONTROL PLAN AS DESIGNED REQUIRES ANY SUBSTANTIAL REVISIONS.
18. DURING GRADING OPERATIONS IF AN AREA OF DISTURBANCE IS TO REMAIN IDLE FOR A PERIOD OF 2 OR MORE WEEKS, THE DISTURBED AREAS SHALL BE COVERED WITH MULCH, STRAW OR SOME OTHER TYPE OF BMP TO PREVENT EROSION DURING RAIN EVENTS.
19. THE CONTRACTOR SHALL PROVIDE STREET SWEEPING ONGOING DURING CONSTRUCTION TO PREVENT ANY SEDIMENT(S) FROM BEING TRACKED OFF-SITE OR TO AREAS THAT MAY CONTRIBUTE TO SEDIMENT(S) BEING DEPOSITED INTO THE STORM DRAIN SYSTEM.
20. POST CONSTRUCTION BMP'S INCLUDING PLANTINGS, SHRUBS, GROUND COVER AND TREES AS SHOWN ON THE LANDSCAPING PLANS SHALL BE IN PLACE AS SOON AS FEASIBLE.
21. CONTRACTOR TO INSTALL SILT FENCING AT ALL PERIMETER LOCATIONS THAT HAVE THE POTENTIAL TO DISCHARGE STORMWATER OFF-SITE.
22. CONTRACTOR TO PROTECT ALL YARD AND LANDSCAPE AREA DRAINS FROM SEDIMENT(S) UNTIL LANDSCAPING IS COMPLETED AND VEGETATION ESTABLISHED.
23. GRAVEL BAGS ORIENTED TO SLOW THE FLOW OF STORM WATER RUNOFF SHALL BE PLACED IN THE CONCRETE GUTTERS IN THE ON-SITE ROADWAY TO HELP FILTER OUT ANY SEDIMENTS. THESE GRAVEL BAGS SHALL BE PLACED 50' O/C MAX. SEDIMENTS THAT ACCUMULATE AT THE GRAVEL BAGS SHALL BE REMOVED AFTER EACH RAIN EVENT.
24. THE CONTRACTOR SHALL KEEP ONE ACCEPTABLE RAIN GAUGES ON-SITE TO MONITOR RAIN EVENT TOTALS DURING CONSTRUCTION.
25. THE CONTRACTOR SHALL IMPLEMENT EFFECTIVE WIND EROSION AND DUST CONTROL MEASURES.
26. IN THE EVENT OF A RELEASE OF A REPORTABLE QUANTITY OF A POLLUTANT, THE CONTRACTOR SHALL ADVISE THE OWNER TO NOTIFY THE NATIONAL RESPONSE CENTER, REGIONAL WATER QUALITY CONTROL BOARD, AND THE LOCAL GOVERNING AGENCY. IF NECESSARY, THIS POLLUTION PREVENTION PLAN SHOULD BE REVISED TO REFLECT THE CHANGE IN CONDITIONS OF THE CONSTRUCTION ACTIVITY. A REPORTABLE QUANTITY IS ESTABLISHED BY THE 40 CODE OF FEDERAL REGULATIONS (CRI) 1117.3 OR 40 CFR 302.4.
27. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED TO THE SATISFACTION OF THE BUILDING OFFICIAL AND PUBLIC WORKS DIRECTOR DURING ALL DEMOLITION, CONSTRUCTION AND GROUND DISTURBING ACTIVITIES.
28. STOCKPILE MANAGEMENT SHALL BE IN CONFORMANCE WITH GENERAL PERMIT AND THE CASQA BMP GUIDE.
29. SEE LANDSCAPING PLANS FOR MORE INFORMATION ON POST CONSTRUCTION VEGETATION BMP'S.
30. IF DURING CONSTRUCTION DEWATERING OPERATIONS BECOME NECESSARY, ALL DEWATERING SHALL BE DONE IN COMPLIANCE WITH THE REQUIREMENTS OUTLINED THE NPDES GENERAL PERMIT AND PER THE CASQA BMP HANDBOOK FOR BMP SC-11. DISCHARGES SHALL BE TREATED FOR EXCESSIVE SEDIMENTS PRIOR TO LEAVING THE SITE AND/OR ENTERING THE LOCAL GOVERNING AGENCY RIGHT-OF-WAY OR STORM DRAIN SYSTEM.
31. TEMPORARY EROSION AND SEDIMENT CONTROL BMP MEASURES SHALL REMAIN IN PLACE AND MAINTAINED UNTIL ALL PERMANENT IMPROVEMENTS, AND FACILITIES ARE COMPLETE. PLANTINGS ARE INSTALLED, VEGETATION IS ESTABLISHED, AND THE SITE HAS BEEN DEEMED STABLE BY THE PROJECT QSP AND THERE IS NO RISK FOR EROSION OR SEDIMENT TRANSPORT ON-OR-OFFSITE. TEMPORARY MEASURES SHALL BE REMOVED PRIOR TO FINAL INSPECTION APPROVALS.
32. ALL 4:1 & STEEPER SLOPES TO BE HYDROSEEDED AFTER COMPLETION OF GRADING OPERATIONS.
33. THE BMP'S PROPOSED ON THESE PLANS ARE INTENDED AS A GUIDELINE FOR THE CONTRACTOR. OTHER AND/OR MOVES EXTENSIVE MEASURES MAY BECOME NECESSARY DURING CONSTRUCTION AND WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IMPLEMENT.

## GENERAL NOTES (54)

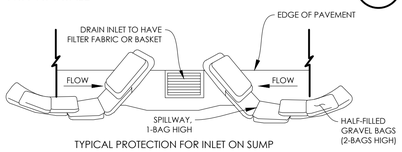
1. THE CONTRACTOR SHALL PHASE CONSTRUCTION ROUGH GRADING TO LIMIT THE SIZE OF DISTURBANCE TO AN AREA THAT CAN BE MAINTAINED WITH PROPER BMP'S DURING ANY RAIN EVENTS.
2. AFTER AN AREA HAS BEEN PAVED OR GRADED THE CONTRACTOR SHALL PROVIDE GRAVEL BAGS IN THE FLOW LINES TO FILTER SEDIMENTS FROM STORM WATER RUNOFF OR AN APPROVED EQUAL.
3. AREA DRAINS SHALL HAVE STORM DRAIN INLET PROTECTION INSTALLED DURING THE TIME BETWEEN INSTALLATION AND PLANTING OF GROUND VEGETATION PER THE PLANS OR AN APPROVED EQUAL.
4. LANDSCAPED AREAS SHALL BE COMPLETED AND SPRINKLERS INSTALLED AS SOON AS POSSIBLE AFTER GRADING OPERATIONS.
5. ANY AREAS OF DISTURBANCE THAT WILL REMAIN IDLE FOR TWO OR MORE WEEKS SHALL BE STABILIZED WITH MULCH, STRAW, HYDROSEED OR OTHER APPROPRIATE BMP COVER.
6. DURING ASPHALT PATCHING OPERATIONS, THE CONTRACTOR SHALL PROVIDE EITHER PERMANENT OR TEMPORARY PAVING IN THE AREAS OF PATCHING BY THE END OF THE WORKDAY. NO TRENCHES SHALL BE LEFT OPEN DURING TIMES OF PREDICTED RAINFALL.
7. THE AREAS SHOWN ON THE PLANS FOR MATERIAL DELIVERY & STORAGE AND CONCRETE WASTE MANAGEMENT ARE FOR REFERENCE ONLY, THE ACTUAL LOCATIONS ARE TO BE DETERMINED BY THE QSP.
8. THE BMP'S SHOWN ON THE EROSION CONTROL PLANS ARE INTENDED AS A GUIDELINE FOR THE CONTRACTOR'S QSP, IMPLEMENTATION OF THESE OR OTHER BMP'S WILL BE THE RESPONSIBILITY OF THE QSP.
9. ALL ROADWAYS SHALL BE KEPT CLEAN ON A DAILY BASIS BY MEANS OF VACUUMING OR STREET SWEEPINGS.
10. ROADWAYS THAT HAVE NOT BEEN STABILIZED WITH AGGREGATE BASE SHALL BE STABILIZED USING SOIL BINDERS, MULCH AND/OR OTHER APPROPRIATE BMP'S PRIOR TO FORECAST RAIN EVENTS.
11. PRIOR TO FORECAST RAIN EVENTS, THE QSP SHALL EVALUATE THE SITE AND ESTABLISH ADEQUATE BMP'S TO PROTECT ALL DISTURBED AREAS FROM EROSION.
12. STORM DRAIN INLET PROTECTION SHALL BE TYPE 2 DURING STORM DRAIN INSTALLATIONS, AND TYPE 3 AFTER PAVING OPERATIONS HAVE BEEN COMPLETED. (SEE BMP GUIDANCE HANDOUT IN THE SWPPP FOR MORE INFORMATION).
13. THE STRAW WATTLES SHOWN ON THESE PLANS ARE INTENDED TO REPRESENT DIFFERENT PHASES OF CONSTRUCTION. CONTRACTOR SHALL INCORPORATE THEIR USE AS NEEDED DURING CONSTRUCTION.

## PHASING NOTES (43)

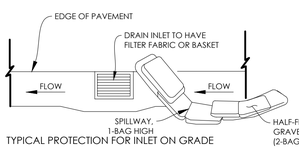



## GRAVEL BAGS IN FLOW LINE (SE-6) (33)

NOT TO SCALE



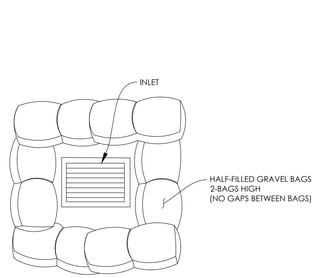

TYPICAL PROTECTION FOR INLET ON SUMP




TYPICAL PROTECTION FOR INLET ON GRADE

1. THE CONTRACTOR SHALL IMPLEMENT GOOD HOUSEKEEPING PRACTICES AS OUTLINED IN THE GENERAL PERMIT AND PER THE SWPPP.
2. THE CONTRACTOR SHALL CONDUCT AN INVENTORY OF THE PRODUCTS USED AND/OR EXPECTED TO BE USED AND THE END PRODUCTS THAT ARE PRODUCED AND/OR EXPECTED TO BE PRODUCED.
3. COVER AND BERM LOOSE STOCKPILED CONSTRUCTION MATERIALS THAT ARE NOT ACTIVELY BEING USED.
4. STORE CHEMICALS IN WATERTIGHT CONTAINERS (WITH APPROPRIATE SECONDARY CONTAINMENT TO PREVENT ANY SPILLAGE OR LEAKAGE) OR IN A STORAGE SHED (COMPLETELY ENCLOSED).
5. ALL EQUIPMENT AND VEHICLE FUELING AND MAINTENANCE PROCEDURES SHALL BE DONE IN THE AREA SHOWN ON THE SITE PLANS OR OTHER LOCATION WHERE THE APPROPRIATE BMP'S HAVE BEEN INSTALLED TO PREVENT ANY CONTAMINATION OF THE SOILS.
6. THE CONTRACTOR SHALL USE SOME TYPE OF GROUND COVER OR OTHER DEVISES TO ENSURE NO PETROLEUM PRODUCTS COME IN CONTACT WITH SOILS DURING FUELING AND MAINTENANCE.
7. THE CONTRACTOR SHALL PROVIDE APPROPRIATE CONTAINMENT AROUND ANY SANITARY TOILETS THAT PREVENT CONTAMINATION TO THE SOILS.
8. ANY BUILDING MATERIALS THAT ARE STORED ON-SITE THAT HAVE THE POTENTIAL TO CONTRIBUTE NON-VISIBLE POLLUTANTS TO THE STORM WATER RUNOFF SHALL BE STORED IN WATERTIGHT CONTAINERS OR UNDER THE COVER OF SHELTERS THAT PROVIDE PROTECTION FROM RAINS.
9. CONSTRUCTION MATERIAL WASTES SHALL BE CLEANED UP DAILY AND STORED IN COVERED CONTAINERS PRIOR TO DISPOSAL.
10. THE CONTRACTOR HAS THE OPTION TO USE METAL RUMBLE STRIPS IN LIEU OF ROCK AT THE STABILIZED CONSTRUCTION ENTRANCE AS LONG AS IT IS IN CONFORMANCE WITH THE GENERAL PERMIT.

## GOOD HOUSEKEEPING PRACTICES (44)



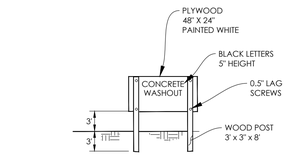

## INLET PROTECTION (SE-10) (34)

NOT TO SCALE

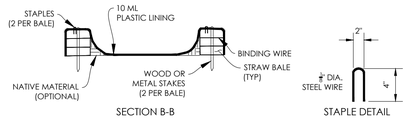
NOTES:
1. INTENDED FOR SHORT TERM USE
2. USE TO INHIBIT NON-STORM WATER FLOWS
3. ALLOW FOR PROPER MAINTENANCE AND CLEANUP
4. BAGS MUST BE REMOVED AFTER ADJACENT OPERATION IS COMPLETE
5. NOT APPLICABLE IN AREAS WITH HIGH SILTS & WITHOUT FILTER FABRIC

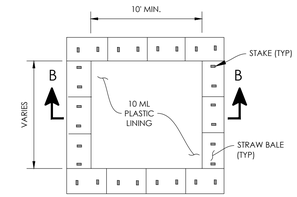
## ALTERNATE INLET PROTECTION (24)

NOT TO SCALE




CONCRETE WASHOUT SIGN DETAIL (OR EQUIVALENT)




"ABOVE GRADE" WITH STRAW BALES

NOTES:
1. ACTUAL LAYOUT DETERMINED IN FIELD
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY

## CONCRETE WASTE MANAGEMENT (14)

(WM-8) NOT TO SCALE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SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401


Project:
PACKAGING WAREHOUSE 2.0
1300 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **BM/SA** DRAWN: **JM/CU**

REGISTERED PROFESSIONAL ENGINEER DAVID A. MARSELLE C85215 Exp. 9/30/25 CIVIL STATE OF CALIFORNIA


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PROJECT NUMBER: 24-128
DATE: **2025.06.16**

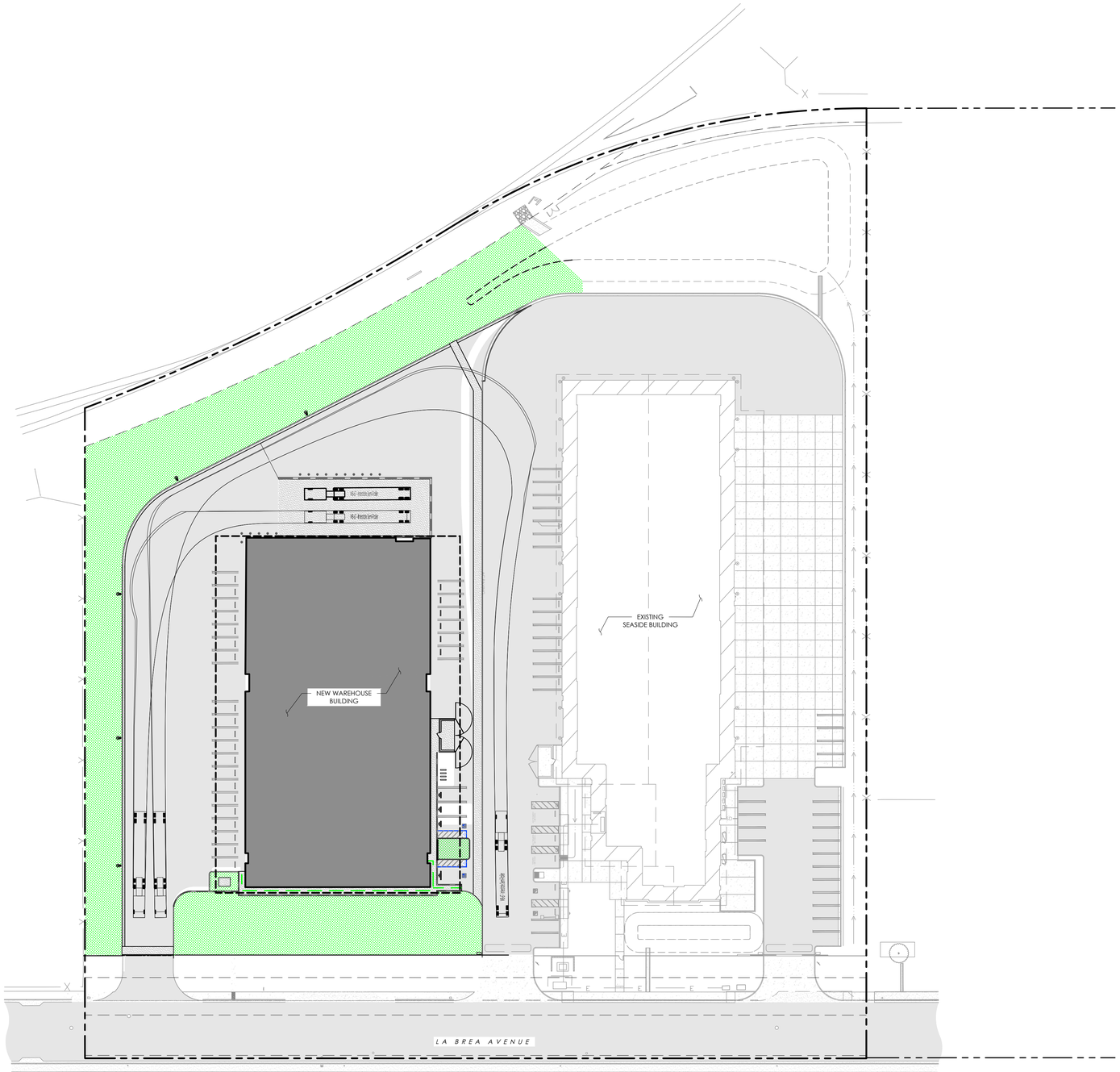
FOR GOVERNING AGENCY USE:

SHEET TITLE:
EROSION CONTROL DETAILS

SHEET NUMBER:
C3.1

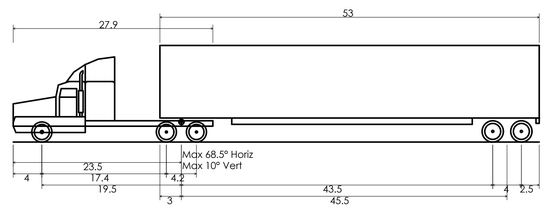



C:\Users\Sebastian Allaire\OneDrive - Cal y Mayor\Data OMNI's files - 1256-02 Seaside Phase III_CIVIL\Sheets\C3.1 EROSION DETAILS-24-128.dwg, C3.1, Jun 16, 2025 12:54pm, Sebastian Allaire




VEHICLE TRACKING ANALYSIS
SCALE: 1" = 40'

40' 0' 40'




| WB-67 - Interstate Semi-Trailer | |
|---|---|
| Overall Length | 73.501ft |
| Overall Width | 8.500ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Max Track Width | 8.500ft |
| Lock to lock time | 6.00s |
| Max Steering Angle (Virtual) | 28.40° |

DESIGN VEHICULE USED
SCALE: 1" = 10'

10' 0' 10'

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SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **BM/SA** DRAWN: **JM/CU**

REGISTERED PROFESSIONAL ENGINEER
DAVID A. MARCHELL
C65215
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA

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PROJECT NUMBER: 24-128
DATE: **2025.06.16**

FOR GOVERNING AGENCY USE:

SHEET TITLE:
VEHICLE TRACKING ANALYSIS

SHEET NUMBER:
C4.0

C:\Users\Sebastian Allano\OneDrive - Cal y Mayor\Data OMNI\1 files - 1205-02 Seaside Phase II_CIVIL\Exhibits\C4.0 VEHICLE TRACKING TEST.dwg C4.0, Jun 16, 2025 - 12:55pm, Sebastian Allano

# PROPOSED PLANT PALLET

## CENTRAL COAST

DRY COASTAL CALIFORNIA
DROUGHT TOLERANT PLANTINGS

| SYMBOL | BOTANICAL NAME / COMMON NAME | PLANT TYPE | CONTAINER SIZE |
|---|---|---|---|
| | HETEROMELES ARBUTIFOLIA<br>CALIFORNIA SAGEBRUSH | TALL ACCENT SHRUB | 5 GALLON |
| | ARTEMISIA CALIFORNICA<br>CALIFORNIA SAGEBRUSH | MEDIUM SHRUB | 5 GALLON |
| | CEANOTHUS 'CONCHA'<br>CALIFORNIA LILAC | MEDIUM SHRUB | 5 GALLON |
| | ARCTOSTAPHILOS HOOKERI<br>MONTERY MANZANITA | MEDIUM SHRUB | 1 GALLON |
| | FESTUCA MARIE<br>ATLAS FESCUE | ORNAMENTAL GRASS | 1 GALLON |
| | LANTANA MONTEVIDENSIS<br>PURPLE LANTANA | LOW SHRUB | 1 GALLON |
| | COLEONEMA PULCHELLUM<br>BREATH OF HEAVEN 'SUNSET GOLD' | LOW SHRUB | 5 GALLON |
| | FESTUCA ELATOR<br>TALL FESCUE | NEW BASIN VEGETATION | HYDRO-SEED |
| | DISTICTUS BUCCINATORIA<br>RED TRUMPET VINE | VINE | 5 GALLON |

# PROPOSED TREE LIST

## CENTRAL COAST

DRY COASTAL CALIFORNIA
DROUGHT TOLERANT PLANTINGS

| SYMBOL | BOTANICAL NAME / COMMON NAME | PLANT TYPE | CONTAINER SIZE |
|---|---|---|---|
| | ARBUTUS MARINA<br>COASTAL MADRONE 'STRAWBERRY TREE' | 20' -25' | 24" BOX |
| | SCHINUS MOLE<br>CALFORNIA PEPPER | 25' -30' | 15 GALLON |
| | PLATINUS ACERFOLIA<br>LONDON PLANE | 35' -40' | 15 GALLON |

**NOTES**

1. Plant material proposed is drought tolerant and meets the low water use requirements of the City's ordinances. The soil type as required by the City's Preliminary Conceptual Landscape Standards is Sorrento Loam per pg. 3 of the Environmental Assessment, prepared by Padre Associates, and is compatible with the selected plant types. Proposed plantings shown at mature size.
2. WELO Irrigation Design Compliance and Preliminary Calculations are located this sheet.
4. All Landscape areas will receive 3" of Walk-on-Bark per WELO ordinances.
5. Storm Water Basin Hydro-Seed will be irrigarted from annual rainfall and appied in October durring construction.

# WELO CALCULATION

**APPENDEX A AND B WORKSHEET PRELIMINARY CALCULATION**
Regular Landscape Areas Total 30,720 ft2

(6) Hydrozones for (30,720ft2) with an averge PF of 0.35 and an ETo of 47.4 **(Santa Maria)**
MAWA = (47.4)(0.62)(0.45 x 30720) = 406,139 gals per yr.

**(MAWA) Maximun Allowed Water Allowance = 406,139** gallons per year meeting the maximum water alowed use mandated by the State of California.

**ESTIMATED TOTAL WATER USE PRELIMINARY CALCULATION - ETWU Santa Maria 47.4**

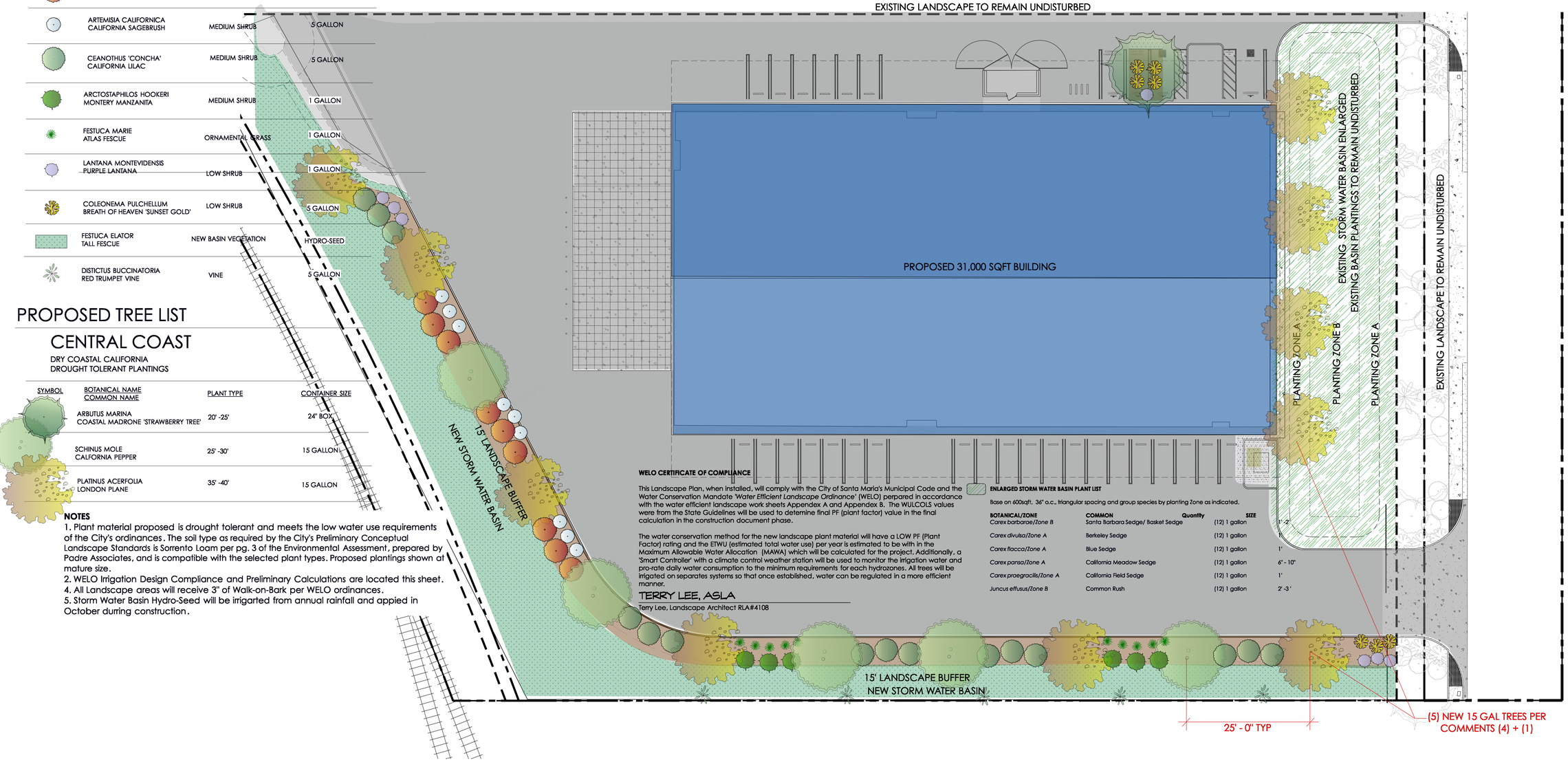
| Hydrozone No. | Plant Factor (PF) | Irrigation Method | Irrigation Efficiency (IE) | ETAF (PFxIE) | Total Landscape Area sft2 | ETAF x Area | Est. Total Water Use (ETWU) |
|---|---|---|---|---|---|---|---|
| #1 TREES | .35 | Drip | .81 | .2835 | (part of total) | 0 | 0 |
| #2 P.LOT | .35 | Drip | .81 | .2835 | 100 | 28 | 823 |
| #3 - #4 BIO | .35 | Drip | .81 | .2835 | 6000 | 1701 | 4997 |
| #5 - #6 BASIN | .35 | Drip | .81 | .2835 | 23720 | 6724 | 197551 |
| | | | | | | | |
| | | | | | A = 30,720 | B = 8453 | |
| | | | | | | TOTAL ETWU | 203,371* |
| | | | | | | TOTAL MAWA | 406,139 |

*ETWU = ETo x 0.62 x ETAF x Area.
*ETAF Calculations - Regular Landscape Areas All Landscape Areas. The average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.*

| | | | |
|---|---|---|---|
| Total ETAF x Area | (B) | Total ETAF x Area | (B+D) |
| Total Area | (A) | Total Area | (A+C) |
| Average ETAF | B/A | Sitewide ETAF (A+C)+(B+D) | |

**VALVE TABLE**

| Hydro-Zone/Pf | Type | PSI | GPM |
|---|---|---|---|
| 1 Trees | Drip | 35 | 16 |
| 2 P.Lot | Low/Drip | 35 | 11 |
| 3 Basin | Low/Drip | 35 | 11 |
| 4 Basin | Low/Drip | 35 | 11 |
| 5 Bio | Low/Drip | 35 | 11 |
| 6 Bio | Low/Drip | 35 | 11 |
| **Total Ft2** | **30,720** | | |




**WELO CERTIFICATE OF COMPLIANCE**

This Landscape Plan, when installed, will comply with the City of Santa Maria's Municipal Code and the Water Conservation Mandate *'Water Efficient Landscape Ordinance'* (WELO) perpared in accordance with the water efficient landscape work sheets Appendex A and Appendex B. The WULCOLS values were from the State Guidelines will be used to detemine final PF (plant factor) value in the final calculation in the construction document phase.

The water conservation method for the new landscape plant material will have a LOW PF (Plant Factor) rating and the ETWU (estimated total water use) per year is estimated to be with in the Maximum Allowable Water Allocation (MAWA) which will be calculated for the project. Additionally, a 'Smart Controler' with a climate control weather station will be used to monitor the irrigation water and pro-rate daily water consumption to the minimum requirements for each hydrozones. All trees will be irrigated on separates systems so that once established, water can be regulated in a more efficient manner.

TERRY LEE, ASLA
Terry Lee, Landscape Architect RLA#4108

**ENLARGED STORM WATER BASIN PLANT LIST**

Base on 600sqft, 36" o.c., triangular spacing and group species by planting Zone as indicated.

| BOTANICAL/ZONE | COMMON | Quantity | SIZE |
|---|---|---|---|
| *Carex barbarae/Zone B* | Santa Barbara Sedge/ Basket Sedge | (12) 1 gallon | 1'-2' |
| *Carex divulsa/Zone A* | Berkeley Sedge | (12) 1 gallon | 1' |
| *Carex flacca/Zone A* | Blue Sedge | (12) 1 gallon | 1' |
| *Carex pansa/Zone A* | California Meadow Sedge | (12) 1 gallon | 6" - 10" |
| *Carex praegracilis/Zone A* | California Field Sedge | (12) 1 gallon | 1' |
| *Juncus effusus/Zone B* | Common Rush | (12) 1 gallon | 2' -3' |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Project:
PACKAGING WAREHOUSE II
1475 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030


Landscape Architect:
TERRY LEE LANDSCAPE ARCHITECT
RLA 4108 | ARBORIST | LEED GR
319 N HIGHWAY 1 STE 5A
GROVER BEACH | CALIFORNIA 93433
805.431.0774 | terrylandscape@gmail.com


LICENSED LANDSCAPE ARCHITECT
OF CALIFORNIA
REGISTRATION
EXPIRATION DATE
STATE

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | REVISED PER CITY COMMENTS | 03.04.2025 | |
| | REVISED SITE PLAN BY OMNI | 06.18.2025 | |
| | | | |
| 1 | | | |

LICENSED ARCHITECT
SHANE MARLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA


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PRELIMINARY LANDSCAPE PLAN
PROJECT NUMBER: 1255-02

DATE: 06.10.2025

SHEET TITLE:
PRELIMINARY LANDSCAPE PLAN

SHEET NUMBER:
L1.0

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## LIGHTING NOTES

1. MIN/MAINTAINED AT 0.5FC
2. 0.1 FC OR LESS AT WEST & NORTH PROPERTY LINES.

WELL RACKS AT 20FT, TYPICAL

PROPOSED WAREHOUSE II
31,000 SF
REFER TO PROPOSED FLOOR PLAN SHEET CUP4.0

N87°39'02"W 541.71'

11°20'33" R=1,432.47' L=283.58'

POLE MOUNTED AT 20FT, TYPICAL

N2°19'58"E 450.28'

# PROPOSED SITE LIGHTING PLAN

Scale: 1" = 200"-0"

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1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

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1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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JMPE
ELECTRICAL ENGINEERING
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CA REGISTRATION NO E13083
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SANTA BARBARA CA 93101
(805) 569-5216
FAX (805) 569-2405
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25034
REGISTERED PROFESSIONAL ENGINEER
ROBERT A. MALONEY
No. E013083
EXP. May 30, 2025
ELECTRICAL
STATE OF CALIFORNIA

PROJECT NUMBER: 1255-02

DATE: 01.15.2025

SHEET TITLE:

PROPOSED SITE LIGHTING PLAN

SHEET NUMBER:

E1.1

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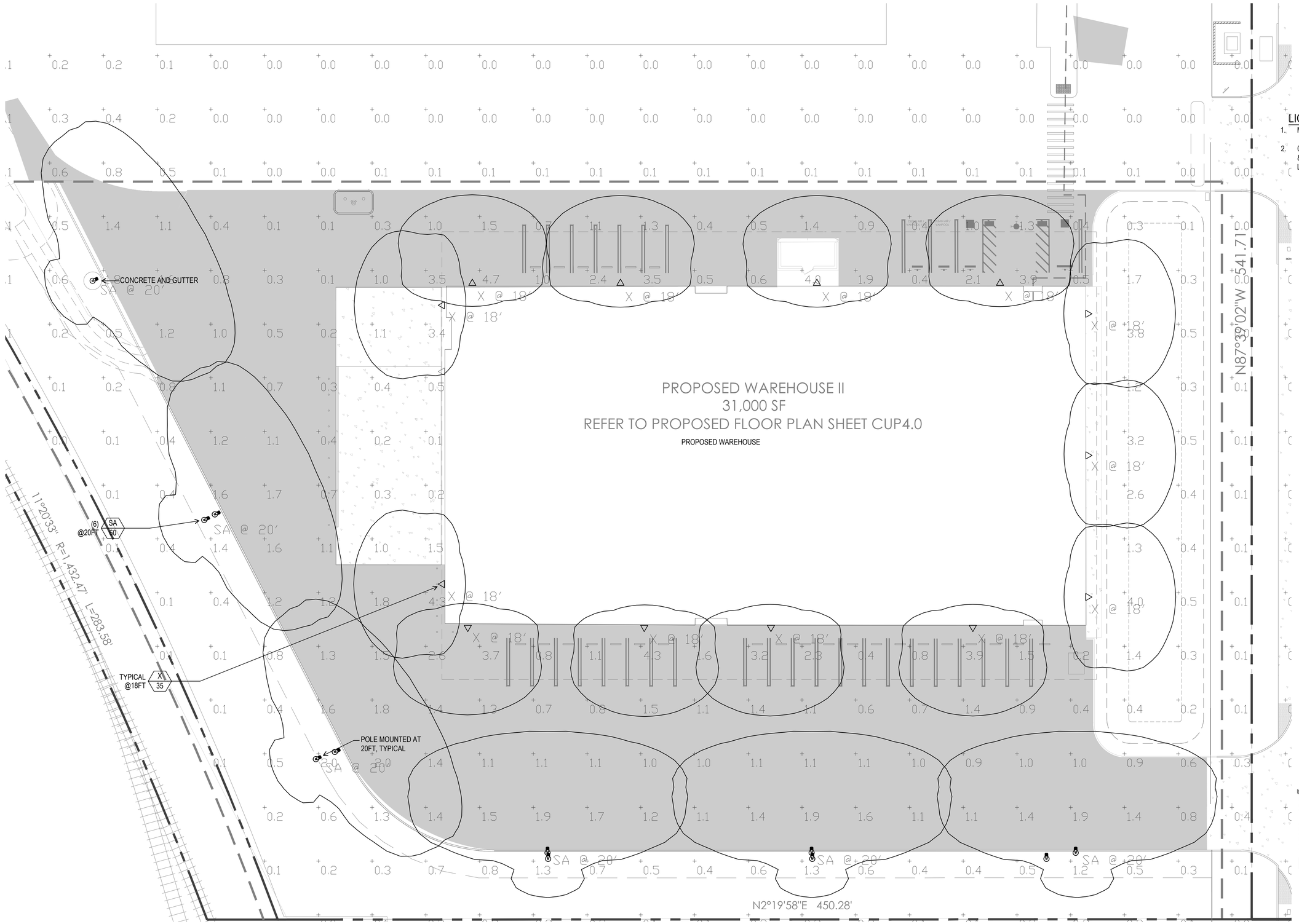


## PHOTOMETRIC PLAN

Scale: 1" = 200"-0"

## LIGHTING NOTES

1. MIN/MAINTAINED AT 0.5FC
2. 0.1 FC OR LESS AT WEST & NORTH PROPERTY LINES.

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Project:

PACKAGING WAREHOUSE II

1300 LA BREA AVENUE
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Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT SHANE MAPLES C 37563 RENEWAL:06/30/25 STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE: 01.15.2025

SHEET TITLE:

PHOTOMETRIC PLAN

SHEET NUMBER:

E1.2

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REGISTERED PROFESSIONAL ENGINEER ROBERT ALONZO MALONEY No. E013083 EXP. 08/30/2026 ELECTRICAL STATE OF CALIFORNIA

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## LIGHTING SCHEDULE

| Symbol | Label | Image | Qty | Manufacturer | Catalog Number | Description | Lamp | Number Lamps | Lamp Output | LLF | Input Power | Distribution | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ▭ | SA | | 6 | ACUITY BRANDS | DSX0 LED P3 40K 80CRI T3M MVOLT SPA XXX(CONTROLS) XXXX/SSS 18FT 4G DM19AS XXXX-MOUNTED ON 2FT BASE | D-Series Size 0 Area Luminaire P3 Performance Package 4000K CCT 80 CRI Type 3 Medium | LED 4000K 80CRI | 1 | 8070 | 0.92 | 68.95 | TYPE IV, MEDIUM, BUG RATING: B1 - U0 - G3 | 20FT MOUNTING HEIGHT |
| △ | X | | 13 | ACUITY BRANDS | WDGE2 LED P4 40K 80CRI VW MVOLT SRM XXXX | WDGE2 LED WITH P4 - PERFORMANCE PACKAGE, 4000K, 80CRI, VISUAL COMFORT WIDE OPTIC | LED 4000K 80CRI | 1 | 4526 | 0.92 | 34.96 | TYPE III, VERY SHORT, BUG RATING: B1 - U0 - G1 | 18FT MOUNTING HEIGHT |

## STATISTICS

| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min | UG |
|---|---|---|---|---|---|---|---|
| SITE LIGHTING | + | 0.7 fc | 4.7 fc | 0.0 fc | N/A | N/A | -1.0 |

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Project:

PACKAGING WAREHOUSE II

1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |
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| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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STATE OF CALIFORNIA

PROJECT NUMBER: 1255-02

DATE: 01.15.2025

SHEET TITLE:

LIGHTING
SCHEDULE
STATISTICS

SHEET NUMBER:

E1.3

# Seaside Box Storage Warehouse Project

## Air Quality and Greenhouse Gas Emissions Study

*prepared for*

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**July 2025**

RINCON CONSULTANTS, INC. SINCE 1994

# Table of Contents

1 Project Description ..... 1
1.1 Introduction ..... 1
1.2 Project Summary ..... 1
1.2.1 Project Location ..... 1
1.2.2 Project Description ..... 1
1.2.3 Previous Environmental Review ..... 4
2 Air Quality ..... 7
2.1 Environmental and Regulatory Setting ..... 7
2.1.1 Local Climate and Meteorology ..... 7
2.1.2 Air Pollutants of Primary Concern ..... 8
2.2 Air Quality Regulation ..... 10
2.3 Current Air Quality ..... 14
2.4 Impact Analysis ..... 15
2.4.1 Methodology ..... 15
2.4.2 Significance Thresholds ..... 16
2.4.3 Project Impacts ..... 18
2.4.4 Cumulative Impact Analysis ..... 24
3 Greenhouse Gas Emissions ..... 26
3.1 Environmental and Regulatory Setting ..... 26
3.1.1 Climate Change and Greenhouse Gases ..... 26
3.1.2 Greenhouse Gas Emissions Inventory ..... 27
3.1.3 Potential Effects of Climate Change ..... 28
3.1.4 Regulatory Setting ..... 30
3.2 Impact Analysis ..... 35
3.2.1 Methodology ..... 35
3.2.2 Significance Thresholds ..... 37
3.2.3 Project-Level Impact Analysis ..... 38
3.2.4 Cumulative Impact Analysis ..... 40
4 Conclusions ..... 41
5 References ..... 42

## Tables

Table 1 Project Square Footage ..... 1
Table 2 Federal and State Ambient Air Quality Standards ..... 12
Table 3 Ambient Air Quality at the Santa Maria Monitoring Station ..... 15
Table 4 Estimated Annual Construction Emissions ..... 20
Table 5 Estimated Proposed Project Construction + Existing Project Operation Emissions – Daily Thresholds ..... 20
Table 6 Estimated Proposed Project Construction + Existing Project Operation Emissions – Annual Thresholds ..... 21
Table 7 Estimated Average Daily Operational Emissions ..... 22
Table 8 Estimated GHG Emissions during Construction ..... 38
Table 9 Combined Annual GHG Emissions ..... 39

## Figures

Figure 1 Regional Location ..... 2
Figure 2 Project Site Location ..... 3

## Appendices

Appendix A Project Site Plans
Appendix B Air Quality and Greenhouse Gas Emissions Modeling

# 1 Project Description

## 1.1 Introduction

This study analyzes the potential air quality and greenhouse gas (GHG) emissions impacts of the proposed Seaside Box Storage Warehouse Project (herein referred to as "proposed project" or "project") in Santa Maria, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to Omni Design Incorporated for the City of Santa Maria to use in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project's air quality and greenhouse gas (GHG) emissions impacts related to both temporary construction activity and long-term operation of the project.

## 1.2 Project Summary

### 1.2.1 Project Location

The project site encompasses an approximately 6.18-acre undeveloped parcel located at 1475 West La Brea Avenue (Assessor's Parcel Number 117-240-034) in the city of Santa Maria. The site has a General Plan land use designation of GI (General Industrial) and is zoned M2 (General Manufacturing). Adjacent land uses include a railroad yard to the west and a warehouse facility to the east that the project would be in support of. The Santa Maria Valley Railroad tracks bound the project site to the north, and a single-family residential neighborhood is located south of the project site across West La Brea Avenue. Figure 1 shows the project site's regional location, and Figure 2 shows an aerial view of the project site and surrounding area. Project site plans are included in Appendix A.

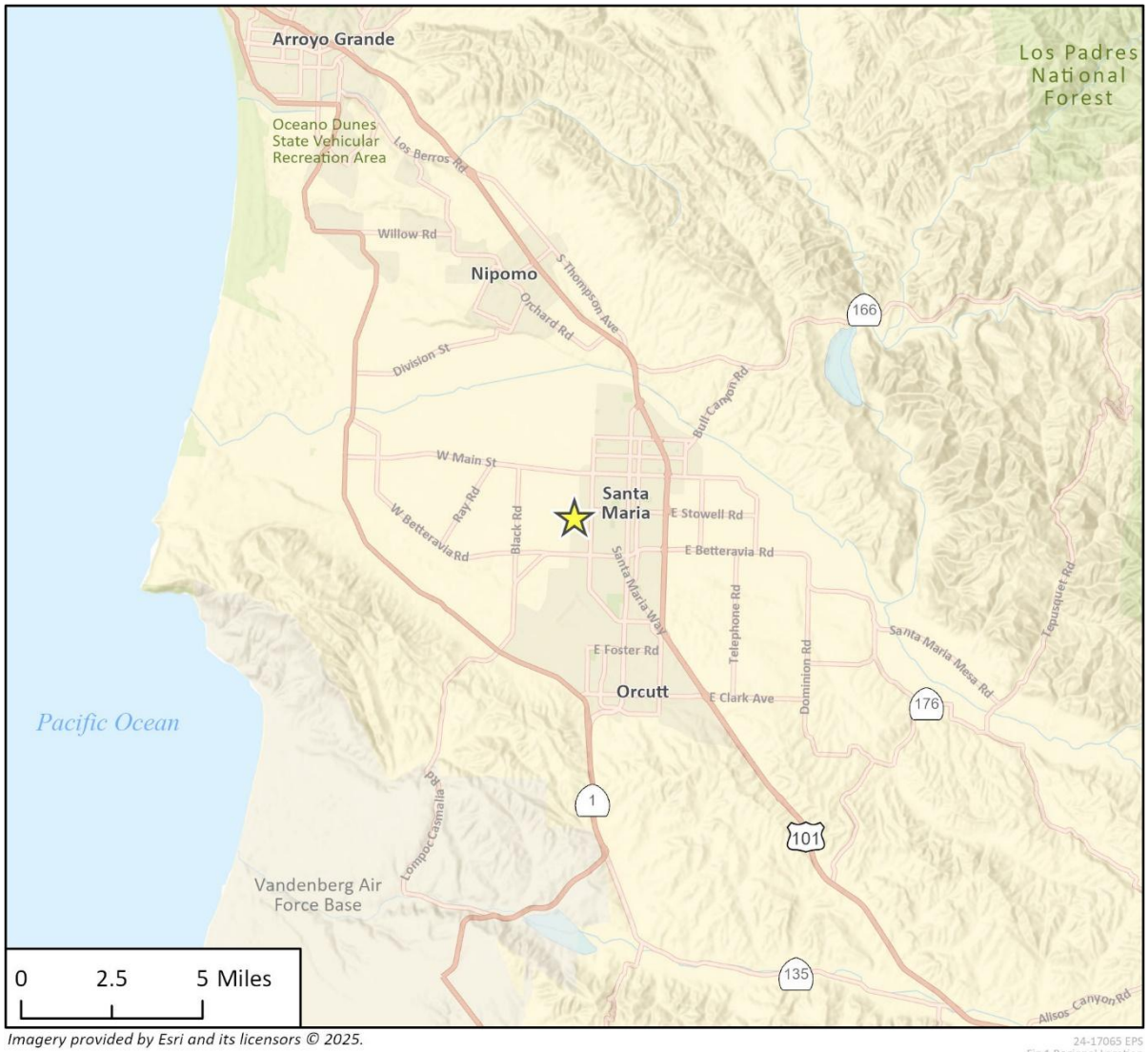
### 1.2.2 Project Description

The project would involve construction of a warehouse facility that would be used to store and distribute agricultural boxes. The project is a new warehouse building (Phase II) added to an existing warehouse facility (Phase I) that is located on the eastern side of the project parcel, which can be seen in Figure 2. The existing warehouse and the proposed warehouse square footages are shown in Table 1

**Table 1 Project Square Footage**

| | Square Footage - Existing | Square Footage - Proposed |
|---|---|---|
| Structures | 40,040 | 31,000 |
| Paved Areas | 67,761 | 50,829 |
| **Total Impervious Area:** | **107,791** | **81,829** |
| Landscaping | 51,219 | 28,569 |
| Open Space | 110,398 | 0 |
| **Total:** | **269,398** | **110,398** |

**Figure 1 Regional Location**

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24-17065 EPS
Fig 1 Regional Location

Project Location

N

**Figure 2 Project Site Location**

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21-11755 EPS
Fig 2 Project Location

The project would increase the number of employees for the warehouse from six to ten. Estimated daily patronage of the site would increase from 12 daily visitors to 20 visitors. Project activities would involve receiving, storing, and distributing corrugated packaging (e.g., pallets, boxes) to customers from Monday through Saturday between the hours of 6:00 a.m. and 4:00 p.m.

Construction activities are anticipated to occur over the course of 11 months from August 2025 to June 2026. Construction would involve site preparation, grading, building construction, paving, and architectural coating. The project would export 1,200 cubic yards of soil.

According to the project-specific Traffic and VMT Analysis prepared by Associated Transportation Engineers (2025), the project would result in 121 average daily vehicle trips, 43 of which (35.5 percent) would be truck trips. Project activities would involve receiving, storing, and distributing corrugated packaging (e.g., pallets, boxes) to customers from Monday through Saturday between the hours of 6:00 a.m. and 4:00 p.m.

### 1.2.3 Previous Environmental Review

The existing warehouse was approved through an Initial Study-Mitigated Negative Declaration (IS-MND) released in December 2021 (SCH#2021120566). The proposed project would be an Addendum to the previous IS-MND.

The previous IS-MND determined the project had less than significant impacts on air quality and GHG emissions, with the following mitigation measures reducing impacts to less than significant:

**AQ-1 Fugitive Dust Control Measures**. The following standard SBCAPCD fugitive dust control measures would be required for project implementation:

a. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding SBCAPCD's limit of 20 percent opacity for greater than three minutes in any 30-minute period. 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 shall be required whenever the wind speed exceeds 15 miles per hour (mph). Reclaimed water shall be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption.

b. The amount of disturbed area shall be minimized.

c. On-site vehicle speeds shall be no greater than 15 mph when traveling on unpaved surfaces.

d. A track-out prevention device shall be installed and operated where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel washing systems.

e. If stockpiling of material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation.

f. After clearing, grading, earth moving or excavation is completed, the disturbed area shall be treated by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All driveways and sidewalks to be paved/surfaced shall be completed as soon as possible.

g. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties

shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.

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

**AQ-2 100% Renewable Energy.** Prior to issuance of building permits, the Applicant shall provide evidence to the City Community Development Department that all buildings to be located on-site would be serviced by Central Coast Community Energy (3CE), if 3CE (or any other clean energy provider) is an available electricity service provider in the city, and that 100% renewable energy is to be utilized for the operation of the project over its lifetime. The project shall be fully electric and not utilize natural gas connections.

**AQ-3 Electric Vehicle Charging Stations.** Prior to the issuance of building permits, the Applicant or its designee shall submit plans for the installation of one EV charging station for every required number of parking spaces to be "EV Capable" for nonresidential uses per the 2019 California Green Building Standards Code (Section 5.106.5.3.3). Charging stations shall be located in desirable and convenient locations so as to encourage use. These details shall be shown on building plans for any future development proposed on-site

**AQ-4 Diesel Exhaust Control Measures.** In addition to measures required by state law, the following measures shall be shown on all grading and building plans and implemented throughout all grading, hauling, and construction activities:

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

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

c. Diesel-powered equipment shall be replaced by electric equipment whenever feasible.

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

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

f. All construction equipment shall be maintained in tune per the manufacturer's specifications.

g. The engine size of construction equipment shall be the minimum practical size.

h. 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.

i. Construction worker trips shall be minimized by encouraging carpooling and by providing for lunch on-site.

j. Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.

k. Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.

l. Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

# 2 Air Quality

## 2.1 Environmental and Regulatory Setting

### 2.1.1 Local Climate and Meteorology

California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. The project site is located in the South Central Coast Air Basin (SCCAB), which covers San Luis Obispo, Santa Barbara, and Ventura counties. The Santa Barbara County Air Pollution Control District (SBCAPCD) monitors and regulates local air quality in Santa Barbara County. The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the high-pressure cell in the northeastern Pacific. With a Mediterranean type climate, Santa Maria is characterized by warm, dry summers and cool winters with occasional rainy periods.

Cool, humid, marine air causes frequent fog and low clouds along the coast, generally during the night and morning hours in the late spring and early summer months. The project area is subject to a diurnal cycle in which daily onshore winds from the west and northwest are replaced by mild offshore breezes flowing from warm inland valleys during night and early morning hours. This alternating cycle can create a situation where suspended pollutants are swept offshore at night, and then carried back onshore the following day. Dispersion of pollutants is further degraded when the wind velocity for both day and nighttime breezes is low. The region is also subject to seasonal "Santa Ana" winds. These are typically hot, dry northerly winds which blow offshore at 15 to 20 miles per hour (mph), but can reach speeds in excess of 60 mph.

Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from a high-pressure area to low pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but it is most evident during the summer months. Radiational, or surface, inversions are formed by the more rapid cooling of air near the ground during the night, especially during winter. This type of inversion is typically lower (0 to 500 feet at Vandenberg Air Force Base, for example) and is generally accompanied by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

Air pollutant emissions in the SCCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. 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 are classified as either on-road or off-road. On-road sources 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.

The predominant wind direction in the vicinity of project site is from the northwest, and the average wind speed is approximately 7.3 miles per hour (mph). The maximum average daily temperature in the project area is approximately 75 degrees Fahrenheit (°F), and the minimum average daily temperature is approximately 40°F. Total precipitation in the project area averages approximately 13 inches annually (Iowa Environmental Mesonet 2025).

### 2.1.2 Air Pollutants of Primary Concern

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide ($NO_2$), fine particulate matter ($PM_{10}$ and $PM_{2.5}$), sulfur dioxide ($SO_2$), and lead. Ozone is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic compounds (ROC) and nitrogen oxides ($NO_X$). The project would generate CO, $PM_{10}$, $PM_{2.5}$, $SO_2$, and lead as well as ozone precursors ROC and $NO_X$ (including $NO_2$) during construction and operation. These pollutants can have adverse impacts on human health at certain levels of exposure. The following subsections describe the characteristics, sources, and health and atmospheric effects of air pollutants.

#### Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between $NO_X$ and ROC.[1] Nitrogen oxides are formed during the combustion of fuels, while ROC are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it usually occurs in substantial concentrations between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions (United States Environmental Protection Agency [U.S. EPA] 2025a). Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

#### Carbon Monoxide

Carbon monoxide is a local pollutant that is found in high concentrations near fuel combustion equipment and other sources of CO. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. The health effects of CO are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulty in people with chronic diseases, nausea, reduced lung capacity, and impaired mental abilities (U.S. EPA 2025a).

#### Nitrogen Dioxide

Nitrogen dioxide is a byproduct of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of $NO_X$ produced by combustion is nitric oxide (NO), but NO reacts rapidly to form $NO_2$, creating the mixture of NO and $NO_2$ commonly called

[1] Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). SBCAPCD uses the term ROC to denote organic precursors.

$NO_X$. $NO_2$ is an acute irritant. A relationship between $NO_2$ and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Elevated levels of $NO_2$ can also cause respiratory irritation, impaired pulmonary function, and bronchitis (U.S. EPA 2025a). Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility. It can also contribute to the formation of ozone/smog and acid rain.

## Sulfur Dioxide

Sulfur dioxide is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. When $SO_2$ oxidizes in the atmosphere, it forms sulfur trioxide ($SO_3$). Collectively, these pollutants are referred to as sulfur oxides ($SO_X$). In humid atmospheres, $SO_2$ can also form sulfuric acid mist, which can eventually react to produce sulfate particulates that can inhibit visibility. Combustion of high sulfur-content fuels is the major source, while chemical plants, sulfur recovery plants, and metal processing are minor contributors. At sufficiently high concentrations, $SO_2$ irritates the upper respiratory tract. At lower concentrations, when in conjunction with particulates, $SO_2$ appears to do still greater harm by injuring lung tissues. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. Sulfur dioxide causes respiratory irritation, including wheezing, shortness of breath, and coughing (U.S. EPA 2025a). Long-term $SO_2$ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease. Sulfur oxides, in combination with moisture and oxygen, can yellow leaves on plants, dissolve marble, and eat away iron and steel.

## Particulate Matter

Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates that are of particular concern are $PM_{10}$ (small particulate matter that measures 10 microns or less in diameter) and $PM_{2.5}$ (fine particulate that measures 2.5 microns or less in diameter). The characteristics, sources, and potential health effects associated with the $PM_{10}$ and $PM_{2.5}$ can be different. Major man-made sources of $PM_{10}$ are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer $PM_{2.5}$ particulates are generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. Elevated levels of $PM_{10}$ can cause respiratory irritation, reduced lung function, aggravation of cardiovascular disease, and cancer (U.S. EPA 2025a). $PM_{2.5}$ is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. Elevated levels of $PM_{2.5}$ can cause respiratory stress and decreased lung function and increase the risk of long-term disease (U.S. EPA 2025a). More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

## Lead

Lead is a metal found naturally in the environment, as well as in manufacturing products. Lead occurs in the atmosphere as particulate matter. The major sources of lead emissions historically have been mobile and industrial sources. In the early 1970s, the U.S. EPA set national regulations to

gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The U.S. EPA completed the ban prohibiting the use of leaded gasoline in highway vehicles in December 1995. As a result of the U.S. EPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred prior to 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries in part due to national emissions standards for hazardous air pollutants (U.S. EPA 2013). As a result of phasing out leaded gasoline, metal processing is currently the primary source of lead emissions. The highest level of lead in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. Lead may cause a range of health effects, including anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases). The proposed project does not include any stationary sources of lead emissions. Therefore, implementation of the project would not result in substantial emissions of lead, and this pollutant is not discussed further in this analysis.

### Toxic Air Contaminants

A toxic air contaminant (TAC) is an air pollutant that may cause or contribute to an increase in mortality or serious illness or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. For carcinogenic TACs, potential health impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Non-carcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

TACs include both organic and inorganic chemical substances. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM; California Air Resources Board [CARB] 2025a); however, TACs may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities.

## 2.2 Air Quality Regulation

The federal and state governments have authority under the federal and state Clean Air Acts (CAA) to regulate emissions of airborne pollutants and have established ambient air quality standards (AAQS) for the protection of public health. An air quality standard is defined as "the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harming public health" (CARB 2025b). The U.S. EPA is the federal agency designated to administer air quality regulation, while CARB is the state equivalent in California. Federal and state AAQS have been established for six criteria pollutants: ozone, CO, $NO_2$, $SO_2$, $PM_{10}$, $PM_{2.5}$, and lead. AAQS are designed to protect those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases (U.S. EPA 2025b). In addition, the State of California has established health-based ambient air quality standards for these and other pollutants, some of which are more stringent than the federal standards (California

Air Resources Board 2025c and 2025d). The federal and state Clean Air Acts are described in more detail below.

## Federal Air Quality Regulations

The federal CAA was enacted in 1970 and amended in 1977 and 1990 (42 United States Code [USC] 7401) for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, to achieve the purposes of Section 109 of the CAA (42 USC 7409), the U.S. EPA developed primary and secondary National Ambient Air Quality Standards (NAAQS). NAAQS have been designated for the following criteria pollutants: ozone, CO, $NO_2$, $SO_2$, $PM_{10,}$ $PM_{2.5}$, and lead.

The primary NAAQS "in the judgment of the Administrator[2], based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health," and the secondary standards are to "protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" (42 USC 7409[b][2]). The U.S. EPA classifies specific geographic areas as either "attainment" or "nonattainment" areas for each pollutant based on the comparison of measured data with the NAAQS. States are required to adopt an enforceable plan, known as a State Implementation Plan (SIP), to achieve and maintain air quality meeting the NAAQS. State plans also must control emissions that drift across state lines and adversely affect air quality in downwind states. Once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that have been redesignated to attainment are called maintenance areas.

Table 2 lists the current federal standards for regulated pollutants. Effective May 6, 2024, the NAAQS for $PM_{2.5}$ was lowered from 12.0 to 9.0 $\mu g/m^3$. The U.S. EPA expects to finalize the attainment designations for the lower standard by February 2026. Based on prior monitoring data, Santa Barbara County is expected to be in attainment. Santa Barbara County is designated attainment or unclassified for all NAAQS (SBCAPCD 2025).

[2] The term "Administrator" means the Administrator of the U.S. EPA.

**Table 2 Federal and State Ambient Air Quality Standards**

| Pollutant | NAAQS | CAAQS |
|---|---|---|
| Ozone | 0.070 ppm (8-hr avg) | 0.09 ppm (1-hr avg)<br>0.070 ppm (8-hr avg) |
| Carbon Monoxide | 35.0 ppm (1-hr avg)<br>9.0 ppm (8-hr avg) | 20.0 ppm (1-hr avg)<br>9.0 ppm (8-hr avg) |
| Nitrogen Dioxide | 0.100 ppm (1-hr avg)<br>0.053 ppm (annual avg) | 0.18 ppm (1-hr avg)<br>0.030 ppm (annual avg) |
| Sulfur Dioxide | 0.075 ppm (1-hr avg)<br>0.5 ppm (3-hr avg)<br>0.14 ppm (24-hr avg)<br>0.030 ppm (annual avg) | 0.25 ppm (1-hr avg)<br>0.04 ppm (24-hr avg) |
| Lead | 0.15 μg/m$^3$ (rolling 3-month avg)<br>1.5 μg/m$^3$ (calendar quarter) | 1.5 μg/m$^3$ (30-day avg) |
| Particulate Matter ($PM_{10}$) | 150 μg/m$^3$ (24-hr avg) | 50 μg/m$^3$ (24-hr avg)<br>20 μg/m$^3$ (annual avg) |
| Particulate Matter ($PM_{2.5}$) | 35 μg/m$^3$ (24-hr avg)<br>9 μg/m$^3$ (annual avg) | 12 μg/m$^3$ (annual avg) |
| Visibility-Reducing Particles | No Federal Standards | Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape. (8-hr avg) |
| Sulfates | No Federal Standards | 25 μg/m$^3$ (24-hr avg) |
| Hydrogen Sulfide | No Federal Standards | 0.03 ppm (1-hr avg) |
| Vinyl Chloride | No Federal Standards | 0.01 ppm (24-hr avg) |

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; avg = average; μg/m$^3$ = micrograms per cubic meter
Source: CARB 2016; USEPA 2025

To derive the NAAQS, the U.S. EPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish a margin of safety (U.S. EPA 2020). As a result, human health impacts caused by the air pollutants discussed above may affect people when ambient air pollutant concentrations are at or above the concentrations established by the NAAQS. The closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant (Brief for San Joaquin Valley Unified Air Pollution Control District 2018). Accordingly, ambient air pollutant concentrations below the NAAQS are considered to be protective of human health (CARB 2025b and 2025d). The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (U.S. EPA 2015).

## State Air Quality Regulations

### *California Clean Air Act*

The California CAA was enacted in 1988 (California Health & Safety Code [H&SC] Section 39000 et seq.). Under the California CAA, the State has developed the California Ambient Air Quality Standards (CAAQS), which are generally more stringent than the NAAQS. Table 2 above lists the current CAAQS for regulated pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the California CAA classifies specific geographic areas as either "attainment" or "nonattainment" areas for each pollutant, based on the comparison of measured data within the CAAQS. Santa Barbara County is designated nonattainment for the $PM_{10}$ CAAQS and nonattainment-transitional for the ozone CAAQS. Santa Barbara County is designated attainment or unclassified for all other CAAQS (SBCAPCD 2025).

### *Toxic Air Contaminants*

In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: H&SC Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels. The Children's Environmental Health Protection Act, Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air quality monitoring network, and develop any additional air toxic control measures needed to protect children's health.

## Local Air Quality Regulations

### *SBCAPCD*

As the local air quality management agency, the SBCAPCD is required to monitor air pollutant levels to ensure that state and federal air quality standards 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 described in Section 2.1.2, *Air Pollutants of Primary Concern*, 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. The *2001 Clean Air Plan* (2002) was the first plan prepared by SBCAPCD and established specific planning requirements to maintain the state one-hour ozone standard. In 2006, CARB revised the CAAQS and added an 8-hour average to the

ozone standard. Both components of the standard must now be met before CARB can designate an area to be in attainment. The most recent *2022 Ozone Plan* was adopted by SBCAPCD in December 2022 and was the seventh update to the *2001 Clean Air Plan*. The *2022 Ozone Plan* only addresses SBCAPCD's progress toward attaining the ozone CAAQS (SBCAPCD 2022a).

In addition, to minimize potential impacts from project emissions, the SBCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the project include the following:

- **Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities).** This rule establishes fugitive dust control requirements for any activity associated with construction or demolition of a structure or structures.
- **Rule 323.1 (Architectural Coatings).** This rule establishes volatile organic content limits for architectural coatings that are manufactured, blended, repackaged, supplied, sold, or offered for sale within the SBCAPCD. Rule 323.1 limits the volatile organic content to 50 grams per liter for flat coatings and 100 grams per liter for nonflat coatings and traffic marking coatings.
- **Rule 329 (Cutback and Emulsified Asphalt Paving Materials).** This rule establishes ROC content limits pertaining to the manufacture, application, and sale of cutback and emulsified asphalt materials for paving, construction, and maintenance of streets, highways, parking lots, and driveways.

### *City of Santa Maria*

The City of Santa Maria's General Plan, adopted in 1996, lists several air quality policies as part of its Resource Management Element that supplement those of the SBCAPCD. The following policy is applicable to the proposed project (City of Santa Maria 2001):

> **Policy 2.** Improve and maintain the quality of air to insure the health of all residents in the Santa Maria Valley by reducing mobile and stationary source air pollutant emissions through the use of efficient land use patterns, the implementation and promotion of alternative transportation modes and other transportation system management programs. (Refer to the Circulation Element for related policies and programs.)

## 2.3 Current Air Quality

The SBCAPCD operates a network of air quality monitoring stations throughout Santa Barbara County. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The monitoring station located closest to the project site is the Santa Maria monitoring station, located at 3700 Orcutt Road approximately 3.5 miles southeast of the project site. In 2022, the Santa Maria monitoring station was relocated from 906 South Broadway in Santa Maria, approximately 1.5 miles northeast of the project site. Therefore, data shown for 2021 was taken from the 906 South Broadway location. Table 3 indicates the number of days that each of the standards has been exceeded at the Santa Maria monitoring station. As shown therein, the $PM_{10}$ CAAQS was exceeded each year from 2021 to 2023. No other state or federal standards were exceeded at this monitoring station over this time period. As discussed previously, Santa Barbara County is designated nonattainment for the $PM_{10}$ CAAQS and nonattainment-transitional for the ozone CAAQS. The County is designated attainment or unclassified for all other NAAQS and CAAQS (SBCAPCD 2025).

**Table 3 Ambient Air Quality at the Santa Maria Monitoring Station**

| Pollutant | 2021[1] | 2022[2] | 2023[2] |
|---|---|---|---|
| Ozone (ppm), 8-Hr Average | 0.050 | 0.054 | 0.052 |
| Number of Days of state exceedances (>0.070 ppm) | 0 | 0 | 0 |
| Number of days of federal exceedances (>0.070 ppm) | 0 | 0 | 0 |
| Ozone (ppm), Worst Hour | 0.075 | 0.057 | 0.060 |
| Number of days of state exceedances (>0.09 ppm) | 0 | 0 | 0 |
| Number of days of federal exceedances (>0.112 ppm) | 0 | 0 | 0 |
| Nitrogen Dioxide (ppm) - Worst Hour | 0.025 | * | * |
| Number of days of state exceedances (>0.18 ppm) | 0 | 0 | 0 |
| Number of days of federal exceedances (>0.10 ppm) | 0 | 0 | 0 |
| Particulate Matter 10 microns, μg/m$^3$, Worst 24 Hours[1] | 56.1 | 75.6 | 114.5 |
| Number of days of state exceedances (>50 μg/m$^3$) | 1 | 3 | 10 |
| Number of days above federal standard (>150 μg/m$^3$) | 0 | 0 | 0 |
| Particulate Matter <2.5 microns, μg/m$^3$, Worst 24 Hours[2] | 12.4 | 13.5 | 26.9 |
| Number of days above federal standard (>35 μg/m$^3$) | 0 | 0 | 0 |

(*) = Insufficient data available to determine the value

[1]Data from the Santa Maria Monitoring Station located at 906 South Broadway.

[2]Data from the Santa Maria Monitoring Station located at 3700 Orcutt Road.

Source: CARB 2025d

### Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). Some land uses considered more sensitive to air pollution than others due to the types of population groups present or activities involved are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools/daycare centers, and hospitals. The nearest sensitive receptors are single-family residences approximately 100 feet south of the project site.

## 2.4 Impact Analysis

### 2.4.1 Methodology

Air pollutant emissions generated by Project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod allows for the use of standardized data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements

and conditions, and/or user-defined inputs. The calculation methodology and input data used in CalEEMod can be found in the CalEEMod User's Guide Appendices C, D, and G (California Air Pollution Control Officers Associated CAPCOA 2022). The analysis reflects construction and operation of the proposed Project as described in Section 1.2, *Project Summary*. The construction model only considered the proposed project's additions, as the existing warehouse has been built; the operational model considered the operation of both Phase I and Phase II of the project operating simultaneously.

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 proposed project was analyzed based on an applicant-provided construction schedule and construction equipment list. Grading of the project site would require export of approximately 1,200 cubic yards of soil. The project site is currently vacant and demolition would not be required. It was assumed that all construction equipment used would be diesel-powered and that the project would comply with all applicable regulatory standards. In particular, the project would comply with SBCAPCD Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities), Rule 323.1 (Architectural Coating), and Rule 329 (Cutback and Emulsified Asphalt Paving Materials).

Operational emissions modeled include area source emissions, energy emissions, mobile source emissions (i.e., vehicle emissions), and off-road equipment emissions. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings. Mobile source emissions are generated by vehicle trips to and from the project site. As discussed in Section 1.2.2, *Project Description,* the project would result in approximately 121 daily vehicle trips, 43 of which would be truck trips. Emissions attributed to energy use include natural gas consumption for space and water heating. However, the project would not include natural gas connections and all electricity consumed by the project would be generated from renewable sources. Therefore, the project would not generate air pollutant emissions related to energy usage. In addition, the proposed forklifts would not generate air pollutant emissions because they would be powered by electricity sourced from 100 percent renewable energy.

### 2.4.2 Significance Thresholds

To determine whether a project would have a significant air quality impact, Appendix G of the *CEQA Guidelines* requires consideration of whether a project would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations; or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

As stated in the *State CEQA Guidelines*, the significance criteria established by the regional air quality management or air quality pollution control district may be relied upon to make determinations. SBCAPCD's recommended significance criteria are described in its *Environmental Review Guidelines* and are included below.

### Construction Emissions Thresholds

SBCAPCD does not currently have quantitative thresholds of significance for short-term construction emissions. However, CEQA requires that the short-term impacts such as exhaust emissions from construction equipment and fugitive dust generation during grading be analyzed. SBCAPCD recommends that construction-related $NO_X$, ROC, $PM_{10}$, and $PM_{2.5}$ emissions, from diesel and gasoline powered equipment, paving, and other activities, be quantified.

According to the SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents,* it recommends quantification of construction-related emissions and suggest a 25-tons-per-year threshold for ROC or $NO_X$ as a guideline for determining the significance of construction impacts (SBCAPCD 2022b). This is a limit that requires offsets if the construction activity is for a project that requires SBCAPCD permits and also provides guidance for other construction projects involving standard grading and building activities. The City of Santa Maria has elected to use this threshold.

Standard dust control measures must be implemented for any discretionary project involving earthmoving activities, regardless of size or duration. According to the SBCAPCD, proper implementation of these required measures reduces fugitive dust emissions to a level that is less than significant (SBCAPCD 2022b). Therefore, all construction activity would be required to incorporate the SBCAPCD requirements pertaining to minimizing construction-related emissions and demolition of existing structures.

## Operational Emissions Thresholds

As described in SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* and in *Environmental Review Guidelines,* a project will have a significant air quality effect on the environment if operation would:

- Generate from all project sources (both stationary and mobile) greater than 240 pounds per day of ROC;
- Generate from all project sources (both stationary and mobile) greater than 240 pounds per day of $NO_X$;
- Generate from all project sources (both stationary and mobile) greater than 80 pounds per day of $PM_{10}$;
- Generate greater than 25 pounds per day of ROC from motor vehicle trips only;
- Generate greater than 25 pounds per day of $NO_X$ from motor vehicle trips only; and
- Cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); or
- Exceed the public notification health risk thresholds adopted by the SBCAPCD of 10 excess cancer cases in a million for cancer risk or a Hazard Index of more than 1.0 for non-cancer risk; or
- Exceed thresholds adopted in federal and state air quality plans for Santa Barbara County

## 2.4.3 Project Impacts

| | |
|---|---|
| **Threshold 1:** | Would the project conflict with or obstruct implementation of the applicable air quality plan? |

**Impact AQ-1 THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN. MITIGATION MEASURES AQ-1 THROUGH AQ-4 WOULD ALSO BE IMPLEMENTED TO REDUCE AIR QUALITY EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.**

The SBCAPCD Guidelines state that a Project is consistent with the Clean Air Plan if its direct and indirect emissions have been accounted for in the Clean Air Plan's emissions forecast assumptions and if it would incorporate the standard fugitive dust control measures recommended by SBCAPCD during construction activities. The 2022 Ozone Plan's direct and indirect emissions inventory for the County is reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). SBCAG generates population projections based on local General Plans. In this case, SBCAG utilized population projections contained in the City of Santa Maria General Plan, which are based on existing and anticipated land uses in the city.

The project would not result in new residential uses because it is an industrial development. According to SBCAG's 2050 Regional Growth Forecast (2019), employment in the City of Santa Maria is projected to increase from 41,620 jobs in 2017 to 52,550 jobs in 2050. The project would result in an increase of four employees in the project region. Therefore, the project would not directly or indirectly contribute to an unplanned increase in population and would be consistent with the population projections on which the emissions forecast of the 2022 Ozone Plan is based.

Projects are expected to manage fugitive dust emissions such that emissions do not exceed SBCAPCD's visible emissions limit (Rule 302), create a public nuisance (Rule 303), and are in compliance with the SBCAPCD's requirements and standards for visible dust (Rule 345). Similar to the findings of the IS-MND, the project would incorporate the following standard SBCAPCD fugitive dust control measures would be required for project implementation that are included in Mitigation Measure AQ-1:

- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding SBCAPCD's limit of 20 percent opacity for greater than three minutes in any 30-minute period. 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 shall be required whenever the wind speed exceeds 15 mph. Reclaimed water shall be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption.
- The amount of disturbed area shall be minimized.
- On-site vehicle speeds shall be no greater than 15 mph when traveling on unpaved surfaces.
- A track-out prevention device shall be installed and operated where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel washing systems.
- If stockpiling of material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation.

- After clearing, grading, earth moving or excavation is completed, the disturbed area shall be treated by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All driveways and sidewalks to be paved/surfaced shall be completed as soon as possible.
- 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 off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.
- The Project applicant shall comply with SBCAPCD Rule 345: Control of Fugitive Dust from Construction and Demolition Activities, including all applicable standards and measures therein.

Mitigation Measures AQ-2, AQ-3, and AQ-4 would also be implemented that would require 100 percent renewable energy, electric vehicle charging stations in accordance with CALGreen standards, and diesel exhaust control measures, respectively. Therefore, the proposed project would be consistent with the applicable air quality plan through implementation of Mitigation Measure AQ-1 through AQ-4, and impacts would be less than significant with mitigation, similar to the IS-MND.

| | |
|---|---|
| **Threshold 2:** | Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard? |

**Impact AQ-2** **PROJECT CONSTRUCTION AND OPERATION WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS IN NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD. MITIGATION MEASURES AQ-1 THROUGH AQ-4 WOULD ALSO BE IMPLEMENTED TO REDUCE AIR QUALITY EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.**

## Construction

Construction activities would generate temporary air pollutant emissions associated with fugitive dust ($PM_{10}$ and $PM_{2.5}$), exhaust emissions from heavy construction vehicles, and ROC that would be released during the drying phase after application of architectural coatings. Table 4 summarizes emissions that would be generated by the project. As shown therein, construction emissions generated would not exceed the SBCAPCD threshold of 25 tons per year for ROC or $NO_x$. The project would also implement Mitigation Measure AQ-1 for fugitive dust control and AQ-4 for diesel exhaust control measures that would further reduce construction emissions. Impacts would be less than significant with mitigation, similar to the IS-MND.

### Table 4 Estimated Annual Construction Emissions

| | Annual Emissions (tons per year) | | | | | |
|---|---|---|---|---|---|---|
| **Construction Year** | **ROC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| 2025 | <1 | 1 | 1 | <1 | <1 | <1 |
| 2026 | <1 | 1 | 1 | <1 | <1 | <1 |
| **Maximum Annual Emissions** | <1 | **1** | **1** | **<1** | **<1** | **<1** |
| SBCAPCD Thresholds | 25 | 25 | N/A | N/A | N/A | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | N/A | N/A |

ROC = reactive organic compounds, $NO_X$ = nitrogen oxides, CO = carbon monoxide, $SO_2$ = sulfur dioxide, $PM_{10}$ = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding.

## Construction of Proposed Project with Existing Project Operation

The combined emissions from construction of the proposed project with the emissions from operation of the existing project were analyzed in Table 7 for the daily (operational) thresholds and Table 6 for the annual (construction) thresholds. As shown in Table 7 and Table 7, the combined emissions would not exceed SBCAPCD thresholds for either the daily construction thresholds or annual operational thresholds.

### Table 5 Estimated Proposed Project Construction + Existing Project Operation Emissions – Daily Thresholds

| | Average Daily Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| **Emissions Source** | **ROC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| **Proposed Project Construction** | | | | | | |
| Mobile Only | <1 | 2 | 2 | <1 | <1 | <1 |
| Total | 3 | 4 | 5 | <1 | 1 | <1 |
| **Existing Project Operation[1]** | | | | | | |
| Mobile Only | <1 | 2 | 2 | <1 | <1 | <1 |
| Total | 2 | 2 | 2 | <1 | <1 | <1 |
| **Proposed Construction + Existing Operation** | | | | | | |
| Mobile Only | <1 | 4 | 4 | <1 | <1 | <1 |
| **Total** | **5** | **6** | **7** | **<1** | **1** | **<1** |
| Threshold (all sources) | 240 | 240 | N/A | N/A | 80 | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | No | N/A |
| Threshold (mobile only) | 25 | 25 | N/A | N/A | N/A | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | N/A | N/A |

ROC = reactive organic compounds, $NO_X$ = nitrogen oxides, CO = carbon monoxide, $SO_2$ = sulfur dioxide, $PM_{10}$ = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day

| | Average Daily Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| **Emissions Source** | **ROC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emissions presented are the highest of the winter and summer modeled emissions.

[1] Per the modeling results from the 2021 IS-MND, existing project operation would result in negligible air quality emissions; the mobile emissions from this analysis has been conservatively added, as that IS-MND assumed no new mobile trips.

**Table 6 Estimated Proposed Project Construction + Existing Project Operation Emissions – Annual Thresholds**

| | Annual Emissions (tons per year) | | | | | |
|---|---|---|---|---|---|---|
| **Emissions Source** | **ROC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| **Proposed Project Construction** | | | | | | |
| Total | <1 | 1 | 1 | <1 | <1 | <1 |
| **Existing Project Operation[1]** | | | | | | |
| Total | <1 | <1 | <1 | <1 | <1 | <1 |
| **Proposed Construction + Existing Operation** | | | | | | |
| **Total** | **<1** | **1** | **1** | **<1** | **<1** | **<1** |
| Threshold | 25 | 25 | N/A | N/A | N/A | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | N/A | N/A |

ROC = reactive organic compounds, $NO_X$ = nitrogen oxides, CO = carbon monoxide, $SO_2$ = sulfur dioxide, $PM_{10}$ = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emissions presented are the highest of the winter and summer modeled emissions.

[1] Per the modeling results from the 2021 IS-MND, existing project operation would result in negligible air quality emissions; the mobile emissions from this analysis has been conservatively added, as that IS-MND assumed no new mobile trips.

## Operation

Project operation would generate net new long-term air pollutant emissions associated with landscaping activities and mobile trips. Table 7 summarizes the project's operational emissions, which includes operation of both Phase I and Phase II of the site. As shown in Table 7, operational emissions would not exceed SBCAPCD thresholds. The project would also implement AQ-2 and AQ-3 that would require 100 percent renewable energy, electric vehicle charging stations in accordance with CALGreen standards to further reduce operational emissions. Therefore, impacts would be less than significant with mitigation, similar to the IS-MND.

**Table 7 Estimated Average Daily Operational Emissions**

| | Average Daily Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| **Emissions Source** | **ROC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Mobile | **<1** | **2** | **2** | **<1** | **<1** | **<1** |
| Area | 3 | <1 | 3 | <1 | <1 | <1 |
| **Total** | **3** | **2** | **5** | **<1** | **<1** | **<1** |
| Threshold (all sources) | 240 | 240 | N/A | N/A | 80 | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | No | N/A |
| Threshold (mobile only) | 25 | 25 | N/A | N/A | N/A | N/A |
| Threshold Exceeded? | No | No | N/A | N/A | N/A | N/A |

ROC = reactive organic compounds, $NO_X$ = nitrogen oxides, CO = carbon monoxide, $SO_2$ = sulfur dioxide, $PM_{10}$ = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day
Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emissions presented are the highest of the winter and summer modeled emissions.

**Threshold 3**: Would the project expose sensitive receptors to substantial pollutant concentrations?

### Impact AQ-3 THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL CONCENTRATIONS OF TAC EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed under Section 2.3, *Current Air Quality*, the closest sensitive receptors are single-family residences approximately 100 feet south of the project site. The SBCAPCD states that localized air quality impacts to sensitive receptors typically result from TACs (SBCAPCD 2022b). The proposed Project's impacts related to each of these pollutants is detailed below.

## Construction

Construction-related activities would result in short-term, project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation grading, building construction, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2025a). Per SBCAPCD, a health risk assessment is not required for short-term construction projects (SBCAPCD 2022b). Instead the project's TAC impacts from construction are discussed qualitatively.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 12 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (assumed to be the approximate time that a person spends in a household).

OEHHA recommends this risk be bracketed with 9-year and 70-year exposure periods. Health risk assessments should be limited to the period/duration of activities associated with the project.

The maximum $PM_{2.5}$ emissions, which is used to represent DPM emissions for this analysis, would occur during site preparation activities. While site preparation emissions represent the worst-case condition, such activities would only occur for approximately one month, which is less than one percent, 0.3 and 0.2 percent of the typical health risk calculation period of 9 years, 30 years, and 70 years, respectively. $PM_{2.5}$ emissions would decrease for the remaining construction period because construction activities such as building construction and paving would require less construction equipment. Therefore, given the short duration of exposure, DPM generated by project construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than 10 in one million or to generate ground-level concentrations of noncarcinogenic TACs that exceed a Hazard Index greater than one in one million for the Maximally Exposed Individual. Construction impacts to sensitive receptors would be less than significant.

## Operational

The project is an industrial warehouse development that would supplement the existing storage warehouse on the same parcel. As discussed in Section 1.2.2, *Project Description*, the project would result in 121 average daily vehicle trips, 43 of which (35.5 percent) would be truck trips. The proposed warehouse would not be refrigerated and TRU trucks are not anticipated to visit the project site. Therefore, the project-generated level of truck traffic would not exceed CARB's recommended thresholds of 100 diesel-fuel truck trips per day and 40 TRU truck trips per day. In addition, idling of each truck would be limited to five consecutive minutes, and operation of diesel-fueled internal combustion engine auxiliary power systems would not be allowed for greater than five minutes within 100 feet of residences pursuant to 13 California Code of Regulations Section 2485. The proposed on-site forklifts used during operation would be electric and therefore would not produce DPM emissions. As such, project operation would not expose sensitive receptors to substantial TAC emissions, and impacts would be less than significant.

| | |
|---|---|
| **Threshold 4:** | Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? |

### Impact AQ-4 THE PROJECT WOULD NOT GENERATE OTHER EMISSIONS, SUCH AS THOSE LEADING TO ODORS, ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE DURING CONSTRUCTION OR OPERATION. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The project would generate oil and diesel fuel odors during construction from equipment use. The odors would be limited to the construction period and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment, and the nearest sensitive receptors are located approximately 100 feet away from the project site. Accordingly, project construction would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people, and impacts would be less than significant.

Project operation would generate an increase in odors from diesel truck trips. Nonetheless, trucks would be required to comply with California Code of Regulations Title 13, Sections 2485, which limits truck idling times to five minutes or less. Limiting truck idling times would reduce the potential for nuisance odors associated with diesel exhaust emissions in the vicinity of the project site.

Furthermore, the project would be required to comply with the requirements of SBCAPCD Rule 303, which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance or annoyance to any considerable number of persons. In addition, the nearest sensitive receptor is located approximately 100 feet south of the project site, and odors disperse rapidly with distance. Therefore, due to the distance of the nearest sensitive receptors from the project site and compliance with State and SBCAPCD regulations, project operation would not result in other emissions, such as those leading to odors, adversely affecting a substantial number of people, and impacts would be less than significant.

### 2.4.4 Cumulative Impact Analysis

The geographic scope for the cumulative air quality impact analysis is Santa Barbara County.

#### Criteria Air Pollutants

Because Santa Barbara County is designated non-attainment for the $PM_{10}$ CAAQS and nonattainment-transitional for the ozone CAAQS, there is an existing significant cumulative air quality issue related to these pollutants. Based on SBCAPCD thresholds, a project would have a significant cumulative impact if it is inconsistent with the applicable adopted federal and state air quality plans (in this case, the 2022 Ozone Plan). As discussed under Impact AQ-1, the project would be consistent with the 2022 Ozone Plan. Therefore, the project would not result in a cumulatively considerable contribution to air quality impacts related to criteria air pollutant emissions.

#### Toxic Air Contaminants

The project is located adjacent to two distribution facilities that generate diesel-fueled truck traffic as well as the Santa Maria Valley Railroad tracks, which accommodate diesel-fueled rail traffic. Diesel-fueled truck and rail traffic at these locations produces DPM emissions affecting the same sensitive receptors as those that would be affected by DPM emissions associated with the proposed project. The primary sensitive receptors that would be affected by DPM emissions at the project site are residences located along Durham Way to the south of the project site. On average, these residences are approximately 480 feet away from the 20 loading docks at the Old Dominion Freight Line distribution facility at 1415 La Brea Avenue, 675 feet away from the Santa Maria Valley Railroad tracks, and 1,075 feet away from the 11 loading docks at the Lineage Logistics distribution facility at 1349 La Brea Avenue. CARB recommends against siting sensitive land uses within 1,000 feet of a major service and maintenance rail yard or within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week (CARB 2005). CARB has not published recommendations on siting distances specifically for railroad tracks.

The exact volume and operational characteristics of diesel-fueled truck and rail traffic associated with the existing distribution facilities and railroad tracks are not known. However, even if DPM emissions associated with these facilities in conjunction with those generated by the proposed project resulted in a cumulative TAC emissions impact exceeding the SBCAPCD thresholds of 10 excess cancer cases in a million for cancer risk or a Hazard Index of more than 1.0 for non-cancer risk, the project's contribution to this impact would be minimal given that it would generate fewer than 100 diesel-fueled truck trips per day. Therefore, the project would not result in a cumulatively considerable contribution to this potential cumulative impact.

## Odors

The project is not located in close proximity to existing or planned projects that would generate odor emissions affecting a substantial number of people. In addition, SBCAPCD Rule 303, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public, would minimize the potential for nuisance odors. Therefore, no cumulative odor impacts would occur.

# 3 Greenhouse Gas Emissions

## 3.1 Environmental and Regulatory Setting

### 3.1.1 Climate Change and Greenhouse Gases

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxides ($N_2O$), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride ($SF_6$). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas ($CO_2$) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" ($CO_2e$), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than $CO_2$ on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).[3]

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The IPCC expressed that the rise and continued growth of atmospheric $CO_2$ concentrations is unequivocally due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatonnes of anthropogenic $CO_2$ was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat-trapping effect of GHGs, the earth's surface would be about 33 degrees Celsius (°C) cooler (World Meteorological Organization 2023). However, since 1750, estimated concentrations

[3] The Intergovernmental Panel on Climate Change's (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

of $CO_2$, $CH_4$, and $N_2O$ in the atmosphere have increased by 47 percent, 156 percent, and 23 percent, respectively, primarily due to human activity (IPCC 2021). GHG emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, are believed to have elevated the concentration of these gases in the atmosphere beyond the level of concentrations that occur naturally.

## 3.1.2 Greenhouse Gas Emissions Inventory

### Global Emissions Inventory

In 2015, worldwide anthropogenic GHG emissions totaled 47,000 million metric ton (MMT) of $CO_2e$, which is a 43 percent increase from 1990 GHG levels. Specifically, 34,522 MMT of $CO_2e$ of $CO_2$, 8,241 MMT of $CO_2e$ of $CH_4$, 2,997 MMT of $CO_2e$ of $N_2O$, and 1,001 MMT of $CO_2e$ of fluorinated gases were emitted in 2015. The largest source of GHG emissions were energy production and use (includes fuels used by vehicles and buildings), which accounted for 75 percent of the global GHG emissions. Agriculture uses and industrial processes contributed 12 percent and six percent, respectively. Waste sources contributed for three percent. These sources account for approximately 96 percent (U.S. EPA 2022).

### United States Emissions Inventory

United States GHG emissions were 6,343.2 MMT of $CO_2e$ in 2022 or 5,489.0 MMT $CO_2e$ after accounting for sequestration. Emissions increased by 0.2 percent from 2021 to 2022. The increase from 2021 to 2022 was driven by an increase in $CO_2$ emissions from fossil fuel combustion across most end-use sectors due in part to increased energy use from the continued rebound of economic activity after the height of the COVID-19 pandemic. In 2022, the energy sector (including transportation) accounted for 76.4 percent of nationwide GHG emissions while agriculture, industrial and waste accounted for approximately 23.6 percent of nationwide GHG emission (U.S. EPA 2024).

### California Emissions Inventory

Based on a review of the California Air Resource Board (CARB) California Greenhouse Gas Inventory for the years between 2000-2021, California produced 381.3 MMT of $CO_2e$ in 2021, which is 12.6 MMT of $CO_2e$ higher than 2020 levels. The 2019 to 2020 decrease and the 2020 to 2021 increase in emissions is likely due in large part to the impacts of the COVID-19 pandemic. Emissions levels in 2020 are anomalous to the long-term trend, and the one-year increase from 2020 to 2021 should be considered in the broader context of the pandemic and subsequent economic recovery that took place over 2021. The major source of GHG emissions in California is the transportation sector, which comprises 38 percent of the state's total GHG emissions. The industrial sector is the second largest source, comprising 19 percent of the state's GHG emissions while electric power accounts for approximately 16 percent (CARB 2023). The magnitude of California's total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate. In 2016, the state of California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions fell below 431 MMT of $CO_2e$. The annual 2030 statewide target emissions level is 260 MMT of $CO_2e$ (CARB 2017).

### 3.1.3 Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. The year 2022 was the sixth warmest year since global records began in 1880 at 0.86°C (1.55°F) above the 20th century average of 13.9°C (57.0°F). This value is 0.13°C (0.23°F) less than the record set in 2016 and it is only 0.02°C (0.04°F) higher than the last year's (2021) value, which now ranks as the seventh highest (National Oceanic and Atmospheric Administration 2023). Furthermore, several independently analyzed data records of global and regional and-surface air temperature obtained from station observations jointly indicate that land surface air temperature and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014, 2018).

Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years. *California's Fourth Climate Change Assessment* (California Natural Resource Agency 2019) includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally specific climate change case studies. However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary follows of some of the potential effects that climate change could generate in California.

#### Air Quality and Wildfires

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century. Higher temperatures are conducive to air pollution formation and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (California Natural Resource Agency 2019). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. With increasing temperatures, shifting weather patterns, longer dry seasons, and more dry fuel loads, the frequency of large wildfires and area burned is expected to increase (California Natural Resources Agency 2021).

#### Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet

and dry precipitation extremes have become more common (California Department of Water Resources 2018). For example, the winter of 2022-2023 had severe storms and flooding from increased rainfall and snowmelt, which the California Department of Water Resources identified as "the latest example that California's climate is becoming more extreme" (California Department of Water Resources 2023). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts. The Sierra snowpack provides the majority of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (California Natural Resource Agency 2019).

## Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding (California Natural Resource Agency 2019). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2022, observed by satellites, is approximately 3.4 millimeters per year, double the twentieth century trend of 1.6 millimeters per year (World Meteorological Organization 2013; National Aeronautics and Space Administration 2023). Global mean sea levels in 2013 were about 0.23 meter higher than those of 1880 (National Oceanic and Atmospheric Administration 2022). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise ranging between 0.25 to 1.01 meters by 2100 with the sea level ranges dependent on a low, intermediate, or high GHG emissions scenario (IPCC 2021). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (California Natural Resource Agency 2019). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

## Agriculture

California has an over $51 billion annual agricultural industry that produces over a third of the country's vegetables and three-quarters of the country's fruits and nuts (California Department of Food and Agriculture 2022). Higher $CO_2$ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (California Natural Resource Agency 2019). Temperature increases could also change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

### Ecosystems

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions due to higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; California Natural Resource Agency 2019).

## 3.1.4 Regulatory Setting

The following regulations and case law address both climate change and GHG emissions.

### Federal Regulations

#### *Federal Clean Air Act*

The U.S. Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) that the U.S. EPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act. The U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the U.S. EPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the U.S. Supreme Court held the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

### State Regulations

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. There are numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below. For more information on the Senate and Assembly Bills (AB), executive orders, building codes, and reports discussed below, and to view reports and research referenced below, please refer to the following websites: https://www.energy.ca.gov/data-reports/reports/californias-fourth-climate-change-assessment, www.arb.ca.gov/cc/cc.htm, and https://www.dgs.ca.gov/BSC/Codes.

#### *California Advanced Clean Cars Program*

AB 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the United States EPA granted the waiver of

Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the United States EPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "Low Emission Vehicle III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the Low Emission Vehicle, Zero Emissions Vehicles, and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, the rules will be fully implemented, and new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

### *California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)*

The "California Global Warming Solutions Act of 2006," (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT of $CO_2e$, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 Scoping Plan update in May 2014. The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent 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 implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). 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 that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six MT of $CO_2e$ by 2030 and two MT of $CO_2e$ by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

### *Assembly Bill 1279*

AB 1279, "The California Climate Crisis Act," was passed on September 16, 2022, and declares the State would achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. In addition, the bill states that the State would reduce GHG emissions by 85 percent below 1990 levels no later than 2045.

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (CARB 2022). The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work. As stated in the 2022 Update, "The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state's NWL and using a variety of mechanical approaches" (CARB 2022). Specifically, the 2022 Update:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of NWL to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Update includes emissions and carbon sequestration in NWL and explores how NWL contribute to long-term climate goals. Under the Scoping Plan Scenario, California's 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term

emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet our GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

### *Senate Bill 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. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as "transit priority projects") can receive incentives to streamline California Environmental Quality Act (CEQA) processing.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Santa Barbara County Association of Governments (SBCAG) was assigned targets of a 13 percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a 17 percent reduction in per capita GHG emissions from passenger vehicles by 2035. In the SBCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements. The SBCAG Connected 2050 Regional Transportation Plan/Sustainable Committee Strategy (RTP/SCS) (2021) would demonstrate that the SBCAG region would achieve its initial regional emissions reduction targets for the 2020 and 2035 target years.

### *Senate Bill 1383*

Adopted in September 2016, SB 1383 (Lara, Chapter 395, Statutes of 2016) requires the CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

SB 1383 also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

### *Senate Bill 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, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

### *Executive Order B-55-18*

On September 10, 2018, the former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

### *California Building Standards Codes*

The California Code of Regulations (CCR) Title 24 is referred to as the California Building Standards Code. It 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 is the 2022 Title 24 standards. The California Building Standards Code's energy-efficiency and green building standards are outlined below.

#### PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS/ENERGY CODE

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The 2022 Title 24 standards are the applicable building energy efficiency standards for the proposed project because they became effective on January 1, 2023.

#### PART 11 – CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

### *California Integrated Waste Management Act (Assembly Bill 341)*

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

### *Executive Order N-79-20*

On September 23, 2020, Governor Newsom issued EO N-79-20, which established the following new statewide goals:

- All new passenger cars and trucks sold in-state to be zero-emission by 2035;

- All medium- and heavy-duty vehicles in the state to be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and
- All off-road vehicles and equipment to be zero-emission by 2035 where feasible.

EO N-79-20 directs CARB, the Governor's Office of Business and Economic Development, the CEC, the California Department of Transportation, and other state agencies to take steps toward drafting regulations and strategies and leveraging agency resources toward achieving these goals.

#### *Clean Energy, Jobs, and Affordability Act of 2022 (Senate Bill 1020)*

Adopted on September 16, 2022, SB 1020 creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all state agencies by 2035. This bill shall not increase carbon emissions elsewhere in the western grid and shall not allow resource shuffling.

### Local Regulations

#### *SBCAG 2050 RTP/SCS*

SBCAG adopted its 2050 RTP/SCS (titled Connected 2050) in August 2021. This plan shows how the region will achieve the required SB 375 targets and demonstrates the co-benefits of reducing criteria pollutants. The 2050 RTP/SCS explores the region's land use and travel patterns, accounts for the demographic growth that will force new demands on both and presents a vision for how they can work together to satisfy the goals important to the region while also meeting the State's greenhouse gas reduction targets. The 2050 RTP/SCS preferred scenario is a Transit-Oriented Development (TOD)/Infill plan in that it strives to accommodate future growth within existing urban areas along transit corridors. The intent of these proposed changes is to shorten trip distances and reduce vehicle miles traveled and emissions by; directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs in the North County; and promoting more trips, both local and inter-city, by alternative transportation modes, including by foot, bike, or transit. The 2050 RTP/SCS meets and exceeds the California Air Resources Board -17 percent per capita targets for reduction of GHG emissions from passenger vehicles for target year 2035 (SBCAG 2021).

#### *City of Santa Maria*

The City of Santa Maria has not adopted a qualified greenhouse gas reduction plan pursuant to CEQA Guidelines Section 15183.5(b)(1). Therefore, this analysis does not utilize the tiering and streamlining provisions of CEQA Guidelines Section 15183.5(b)(2) in evaluating the significance of the project's impacts related to GHG emissions.

## 3.2 Impact Analysis

### 3.2.1 Methodology

Calculations of $CO_2$, $CH_4$, and $N_2O$ emissions are provided to identify the magnitude of potential project effects related to GHG emissions. The analysis focuses on $CO_2$, $CH_4$, and $N_2O$ because these comprise 98 percent of all GHG emissions by volume and are the GHG emissions the proposed project would emit in the largest quantities (IPCC 2014). Emissions of all GHGs are converted into

their equivalent GWP in terms of $CO_2$ (i.e., $CO_2e$). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total. GHG emissions associated with project construction and operational activity were calculated using the CalEEMod version 2022.1 (see Appendix B for calculations).

## Construction Emissions

During construction, the proposed project would generate GHG emissions primarily from the use of internal combustion engines to power on-site equipment as well as off-site transportation of workers and materials. CalEEMod quantifies the default number of construction worker one-way trips per day by multiplying 2.5 times the number of pieces of equipment for all phases except building construction and architectural coating. For the building construction phase, the number of workers is derived from a study conducted by the Sacramento Metropolitan Air Quality Management District that determined the number of workers needed for various types of land uses and corresponding project size (this study and its analysis are included in Appendix D of the CalEEMod User Guide). For the architectural coating phase, the number of worker trips is approximately 20 percent of the number of worker trips needed during the building construction phase. Default trip length estimates for workers and vendors are based on the 2015 California Statewide Travel Demand Model (CSTDM) and regional travel demand models from local metropolitan planning organizations (California Air Pollution Control Officers Association 2022).

Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA 2008). Nevertheless, the County of Santa Barbara has recommended amortizing construction-related emissions over a period of 30 years (i.e., the default project lifespan) and added to proposed project's operational emissions (County of Santa Barbara 2021). Therefore, the project's construction emissions were amortized over 30 years.

## Operational Emissions

During operation, the proposed project would generate GHG emissions from area sources, energy use, water use, and waste disposal. Mobile source emissions are generated by vehicle trips to and from the project site. As discussed in Section 1.2.*2, Project Description*, the project would result in 121 average daily vehicle trips, 43 of which (35.5 percent) would be truck trips.

Further detail for the assumptions included in the modeling of GHG emissions is provided in Section 2.4.1, *Methodology*. For operation, the emissions from both Phase I and Phase II were modeled. Assumptions used for the estimation of GHG emissions that are not applicable to criteria pollutant emissions, and therefore not included in the methodology of Section 2, *Air Quality*, are detailed below:

- The project's CalEEMod model uses default CalEEMod assumptions for energy and solid waste sources for the industrial warehouse building and parking lot land uses.
- The project would not include natural gas connections, and the project applicant has committed to supplying 100 percent of the project's energy usage through renewable energy sources, such as on-site solar photovoltaic panels or the 3Cprime option offered by Central Coast Community Energy. Therefore, the project's electricity usage would not result in an increase in GHG emissions.

- The project's GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions.

### 3.2.2 Significance Thresholds

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

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

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA guidelines*, Section 15064[h][1]).

According to the CEQA guidelines, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the proposed project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals [AEP] (2016) in its white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions.

The City of Santa Maria has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Therefore, the proposed project is evaluated based on consistency with the 2022 Scoping Plan and SBCAG 2050 RTP/SCS.

## 3.2.3 Project-Level Impact Analysis

| | |
|---|---|
| **Threshold 1**: | Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? |
| **Threshold 2:** | Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs? |

**Impact GHG-1 CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD NOT GENERATE TEMPORARY AND LONG-TERM INCREASES IN GHG EMISSIONS THAT MAY RESULT IN A SIGNIFICANT IMPACT ON THE ENVIRONMENT RELATED TO CLIMATE CHANGE. THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE SBCAG 2050 RTP/SCS OR THE 2022 SCOPING PLAN. MITIGATION MEASURES AQ-2 THROUGH AQ-4 WOULD ALSO BE IMPLEMENTED TO REDUCE GHG EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.**

Construction and operation of the project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation.

Project construction would generate temporary GHG emissions from operation of construction equipment on-site, and vehicles transporting construction workers to and from the project site and heavy trucks to transport soil import, building, concrete, and asphalt materials. As shown in Table 8, construction associated with the project would generate 350 MT of $CO_2e$. Amortized over a 30-year period per County of Santa Barbara guidance, construction would generate an estimated total of 12 MT of $CO_2e$ per year. The previously constructed project resulted in amortized emissions of 11 MT of $CO_2e$ per year; therefore, total project construction would be 23 MT $CO_2e$ per year.

**Table 8 Estimated GHG Emissions during Construction**

| Year | Annual Emissions (MT of $CO_2e$) |
|---|---|
| 2025 | 123 |
| 2026 | 227 |
| Total | 350 |
| **Amortized over 30 years – Phase II** | **12** |
| **Amortized over 30 years – Phase I** | **11** |
| **Total Project Construction Emissions** | **23** |

MT = metric tons; $CO_2e$ = carbon dioxide equivalents

See Appendix B for modeling results.

Operation of the proposed project would generate GHG emissions associated with area sources (e.g. landscape maintenance), mobile sources, as well as wastewater and solid waste generation. As noted in Section 3.1, *Methodology*, the project's energy usage (including that used for the electric forklifts) would be supplied solely by renewable energy sources and therefore would not generate GHG emissions. As a result, energy and off-road equipment emissions are not included in the emissions estimate. As shown in Table 9, total combined annual GHG emissions generated by the project would be approximately 248 MT of $CO_2e$ per year.

**Table 9 Combined Annual GHG Emissions**

| Emission Source | Annual Emissions (MT $CO_2e$) |
|---|---|
| Construction[1] | 23 |
| Operational | |
| *Area* | 1 |
| *Energy* | 0 |
| *Mobile* | 184 |
| *Solid Waste* | 21 |
| *Water, Wastewater* | 19 |
| **Total** | **248** |

MT $CO_2e$ = metric tons of carbon dioxide equivalent.
Note: parenthetical values are negative numbers and are subtracted from the total emissions rather than added.
Source: CalEEMod worksheets are in Appendix B. See Table 2.6 "Operations Emissions by Sector, Mitigated" emissions. Annual emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.
[1]Construction emissions were amortized by 30 year project lifetime.

The principal State GHG reduction plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32 and AB 1279. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. The goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. In 2022, the State passed AB 1279, which declares the State would achieve net-zero GHG emissions by 2045 and would reduce GHG emissions by 85 percent below 1990 levels by 2045. The latest iteration of the Scoping Plan is the 2022 Scoping Plan, which focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. The project would be served by Pacific Gas and Electric or Central Coast Community Energy, both of which are required to increase its renewable energy procurement in accordance with SB 100 targets.

Furthermore, the project would be required to comply with the State's recycling and composting requirements for commercial businesses under AB 341, which requires businesses generating four or more cubic yards of solid waste per week to recycle, and AB 1826, which requires businesses generating two or more cubic yards of solid waste per week to recycle organic waste. Compliance with these state laws would maximize the project's recycling and solid waste diversion. Therefore, the proposed project would be consistent with the State's long-term climate goals of carbon neutrality by 2045.

SBCAG has incorporated a sustainable community strategy into its RTP/SCS, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2050 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS states that one of the intents of the SCS is "directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs to communities in the North County" (SBCAG 2021). Improving the intra-County

imbalance would decrease transportation demands on U.S. Highway 101 and State Route 154, which would reduce congestion and VMT. The project would increase employment within the City, which would improve the City's jobs-housing ratio and therefore reduce vehicle emissions. Therefore, the proposed project would be consistent with the SBCAG 2050 RTP/SCS.

In addition, in accordance with the IS-MND, the project would incorporate AQ-2, AQ-3, and AQ-4, which would have the effect of reducing GHG emissions. Therefore, similar to the IS-MND, impacts would be less than significant with mitigation.

### 3.2.4 Cumulative Impact Analysis

The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. Therefore, GHG emissions and climate change are, by definition, cumulative impacts. As discussed in Section 3.1.3, *Potential Effects of Climate Change*, the adverse environmental impacts of cumulative GHG emissions, including sea level rise, increased average temperatures, more drought years, and more large forest fires, are already occurring. As a result, cumulative impacts related to GHG emissions are significant. Thus, the issue of climate change involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. As discussed under Thresholds GHG-1 and GHG-2, project impacts related to GHG emissions would be less than significant with mitigation and would therefore not be cumulatively considerable.

# 4 Conclusions

All of the project's air quality impacts related to construction and operation would be less than significant with mitigation, similar to the IS-MND. Population growth associated with the proposed project would be within SBCAG regional growth projections; therefore, the project would be consistent with the AQMP with mitigation. Project construction and operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard with mitigation. Project construction and operation would not expose sensitive receptors to substantial pollutant concentrations related to TAC emissions.

The project would be consistent with the State's long term climate goal of carbon neutrality by complying with State policies including Title 24 and AB 341. Additionally, the project would increase job opportunities in the North County region, thereby reducing VMT and supporting the goals of the SBCAG 2050 RTP/SCS. Therefore, the project would not conflict with the SBCAG 2050 RTP/SCS or the 2022 Scoping Plan. Impacts related to GHG emissions would be less than significant with mitigation.

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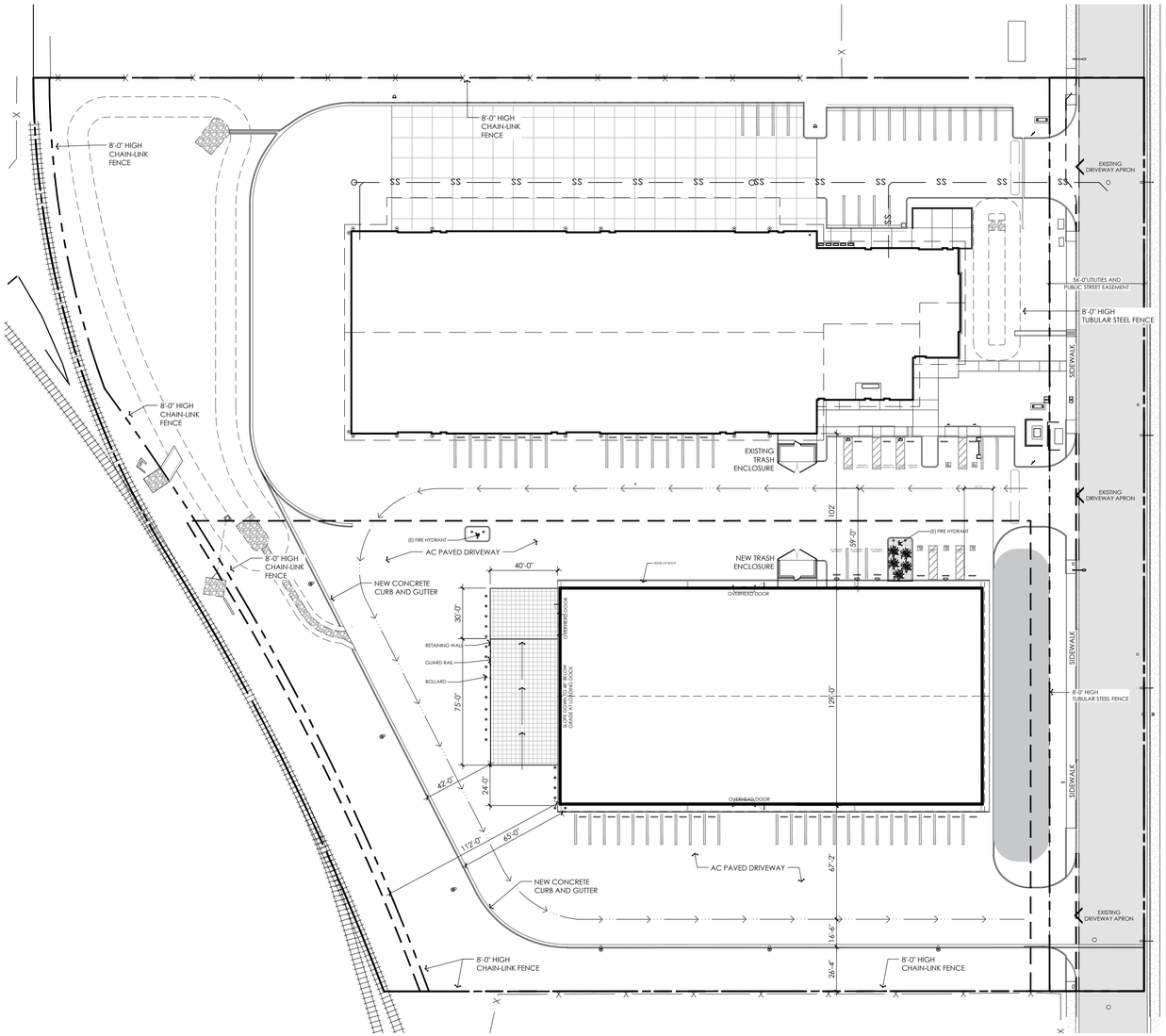
# Appendix A

Project Site Plans

# SEASIDE PACKAGING WAREHOUSE PHASE II

## 1300 WEST LA BREA AVENUE, SANTA MARIA, CALIFORNIA 93458




## PROPOSED SITE PLAN

SCALE: 1" = 40'-0"

PROJECT NORTH

| | |
|---|---|
| OWNER | SEASIDE PACKAGING<br>BILLY OWCZARSKI<br>2115 SINTON ROAD<br>SANTA MARIA, CALIFORNIA 93458<br>billy@seasidepackaging.com<br>805.483.4240 |
| ARCHITECT | OMNI DESIGN, INC.,<br>SHANE MAPLES, ARCHITECT #C37563<br>1326 CHORRO STREET<br>SAN LUIS OBISPO, CALIFORNIA 93401<br>805.235.1042<br>smaples@omnidesign.us |
| CIVIL ENGINEER | OMNI DESIGN, INC.<br>DAVID MARCHELL, CIVIL ENGINEER #65215<br>1326 CHORRO STREET<br>SAN LUIS OBISPO, CALIFORNIA 93401<br>805.544.9700<br>dmarchell@omnidesign.us |
| LANDSCAPE ARCHITECT | TERRY LEE, LANDSCAPE ARCHITECT<br>RLA 4108<br>319 NORTH HIGHWAY 1, SPACE 54<br>GROVER BEACH, CALIFORNIA 93433<br>805.459.0794<br>terryleeasla@gmail.com |

## PROJECT TEAM

54

**LAND USE DATA**

| | |
|---|---|
| ADDRESS | 1300 LA BREA AVENUE<br>SANTA MARIA, CALIFORNIA 93456 |
| ASSESSORS PARCEL NUMBER | 117-240-034 |
| PARCEL SIZE | 6.18 ACRES (+/- 269,401 SQUARE FEET)<br>PROJECT AREA: 2.53 ACRES (+/- 110,400 SQUARE FEET) |
| GENERAL PLAN DESIGNATION | GI GENERAL INDUSTRIAL |
| ZONING | M2 GENERAL MANUFACTURING |
| PRESENT USE | AGRICULTURAL BOX WAREHOUSE AND DISTRIBUTION FACILITY |
| SURROUNDING USES | |
| NORTH | SANTA MARIA VALLEY RAILROAD |
| SOUTH | SMALL LOT, SINGLE FAMILY RESIDENTIAL |
| EAST | OLD DOMINION DISTRIBUTION FACILITY<br>M2 - GENERAL MANUFACTURING |
| WEST | EXISTING DRAINAGE/FLOOD CONTROL BASIN |

**PROPOSED BUILDING DATA**

| | |
|---|---|
| BUILDING HEIGHT | ~~37'-3"~~ |
| BUILDING AREA | 32,500 SQUARE FEET (SINGLE STORY) |
| CONSTRUCTION TYPE | V-B, SPRINKLERED |
| OCCUPANCY GROUP | S-1 STORAGE |
| HIGH PILE STORAGE | YES |

**EXISTING BUILDING DATA** (EXISTING BUILDING TO REMAIN, NOT A PART, REFERENCE ONLY)

| | | |
|---|---|---|
| BUILDING HEIGHT | 37'-3" | |
| BUILDING AREA | FIRST FLOOR | 40,040 SQUARE FEET |
| | SECOND FLOOR | 1,221 SQUARE FEET |
| | TOTAL AREA | 41,261 SQUARE FEET |
| CONSTRUCTION TYPE | V-B, SPRINKLERED | |
| OCCUPANCY GROUP | S-1 STORAGE<br>B BUSINESS | |
| HIGH PILE STORAGE | YES | |

**SITE AREAS**

| | |
|---|---|
| TOTAL SITE AREA | 269,408 SQUARE FEET (100%) |
| EXISTING BUILDING FOOTPRINT | 41,261 SQUARE FEET (15%) |
| PROPOSED BUILDING FOOTPRINT | 32,500 SQUARE FEET (12%) |
| TOTAL PAVING AND IMPERVIOUS AREA<br>EXISTING (67,751 SQUARE FEET)<br>PROPOSED (85,258 SQUARE FEET) | 153,009 SQUARE FEET (57%) |
| TOTAL LANDSCAPING/PERVIOUS AREA | 76,359 SQUARE FEET (28%) |
| SETBACKS | FRONT (SOUTH) 42'-8"<br>SIDE (WEST) 110'-0"<br>REAR (NORTH) 112'-0"<br>SIDE (EAST) 91'-0" (EXISTING BUILDING) |
| PARKING | CITY OF SANTA MARIA ZONING ORDINANCE SECTION 12-32.03<br>• 1 SPACE REQUIRED PER 1,040 SQUARE FEET GROSS<br>• 2 ACCESSIBLE SPACES FROM 26-50 SPACES |

| | REQUIRED | PROVIDED |
|---|---|---|
| STANDARD SPACES | 30 | 30 |
| ACCESSIBLE SPACE | 1 | 1 |
| VAN ACCESSIBLE SPACE | 1 | 1 |
| CLEAN AIR / VAN POOL / EV SPACES | 2 | 2 |
| CLEAN AIR / VAN POOL SPACE | 1 | 1 |

## PROJECT DATA

24

## VICINITY MAP

SCALE: NOT TO SCALE

11

- PROPOSED **31,535 SQUARE FOOT WAREHOUSE BUILDING WITH ASSOCIATED PAVING, PARKING, AND LANDSCAPE.** THIS IS A PROPOSED SECOND WAREHOUSE ON A 6.18 ACRE SITE WITH AN EXISTING 41,261 SQUARE FOOT WAREHOUSE. THESE WAREHOUSES ARE USED FOR AGRICULTURAL BOX COLLECTION AND DISTRIBUTION. SITE UTILITIES AND LIGHTING WILL BE EXTENDED TO THE NEW BUILDING, AND BIOSWALES AND STORMWATER BASINS WILL BE INCLUDED.
- **PREVIOUS SUBMITTALS AND APPROVALS:**
  - CONDITIONAL USE PERMIT U2021-0002
  - GRADING PERMIT B22-1705
  - BUILDING PERMIT B22-2081
- **TRIP GENERATION**: THIS REVISION DOES NOT PROPOSE TO INCREASE THE NUMBER OF TRUCKS BEYOND THE TRUCKS ADDRESSED IN THE TRAFFIC STUDY.

## PROJECT SCOPE

12

APPLICABLE CODES, RULES, AND REGULATIONS:

ALL CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ADOPTED BUILDING CODES AND THE REGULATIONS AND CODES OF THE **CITY OF SANTA MARIA.**

CURRENT APPLICABLE CODES INCLUDE THE FOLLOWING:

THE 2022 CALIFORNIA BUILDING CODE – TITLE 24 AS ADOPTED BY THE CALIFORNIA BUILDING STANDARDS COMMISSION.

- PART 1 BUILDING STANDARDS ADMINISTRATIVE CODE
- PART 2 CALIFORNIA BUILDING CODE
- PART 3 CALIFORNIA ELECTRICAL CODE
- PART 4 CALIFORNIA MECHANICAL CODE
- PART 5 CALIFORNIA PLUMBING CODE
- PART 6 CALIFORNIA ENERGY CODE
- PART 9 CALIFORNIA FIRE CODE
- PART 11 CALIFORNIA GREEN BUILDING STANDARDS CODE
- PART 12 CALIFORNIA REFERENCE STANDARDS CODE

CALIFORNIA STATE ENERGY CONSERVATION STANDARDS (TITLE 24)
THE CALIFORNIA ADMINISTRATIVE CODE, TITLE 19 (INDUSTRIAL RELATIONS, PUBLIC SAFETY)
THE CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ACT
THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, LATEST EDITION
REQUIREMENTS OF THE REGIONAL WATER QUALITY BOARD
AIR QUALITY MANAGEMENT DISTRICT REGULATIONS
AMERICANS WITH DISABILITIES ACT (ADA), TITLE II, ADAAG (APPENDIX A OF 28CFR PART 36)
ASHRAE INDOOR AIR QUALITY STANDARD 62-2004.

## APPLICABLE CODES

13


G1.0 COVER SHEET AND PROPOSED SITE PLAN

C4.1 GRADING AND DRAINAGE PLAN
C9.1 CIVIL CONSTRUCTION DETAILS
SW2.1 STORMWATER CONTROL PLAN (REVISED)

L1.0 PRELIMINARY LANDSCAPE PLAN


## SHEET INDEX

14


ODI
OMNI DESIGN
INCORPORATED
Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401


SEASIDE PACKAGING INC.

Project:
PACKAGING WAREHOUSE II
1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

## SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA


All designs and other information on these drawings are for use on this specific project and shall not be used otherwise without the expressed written permission of Omni Design Incorporated.

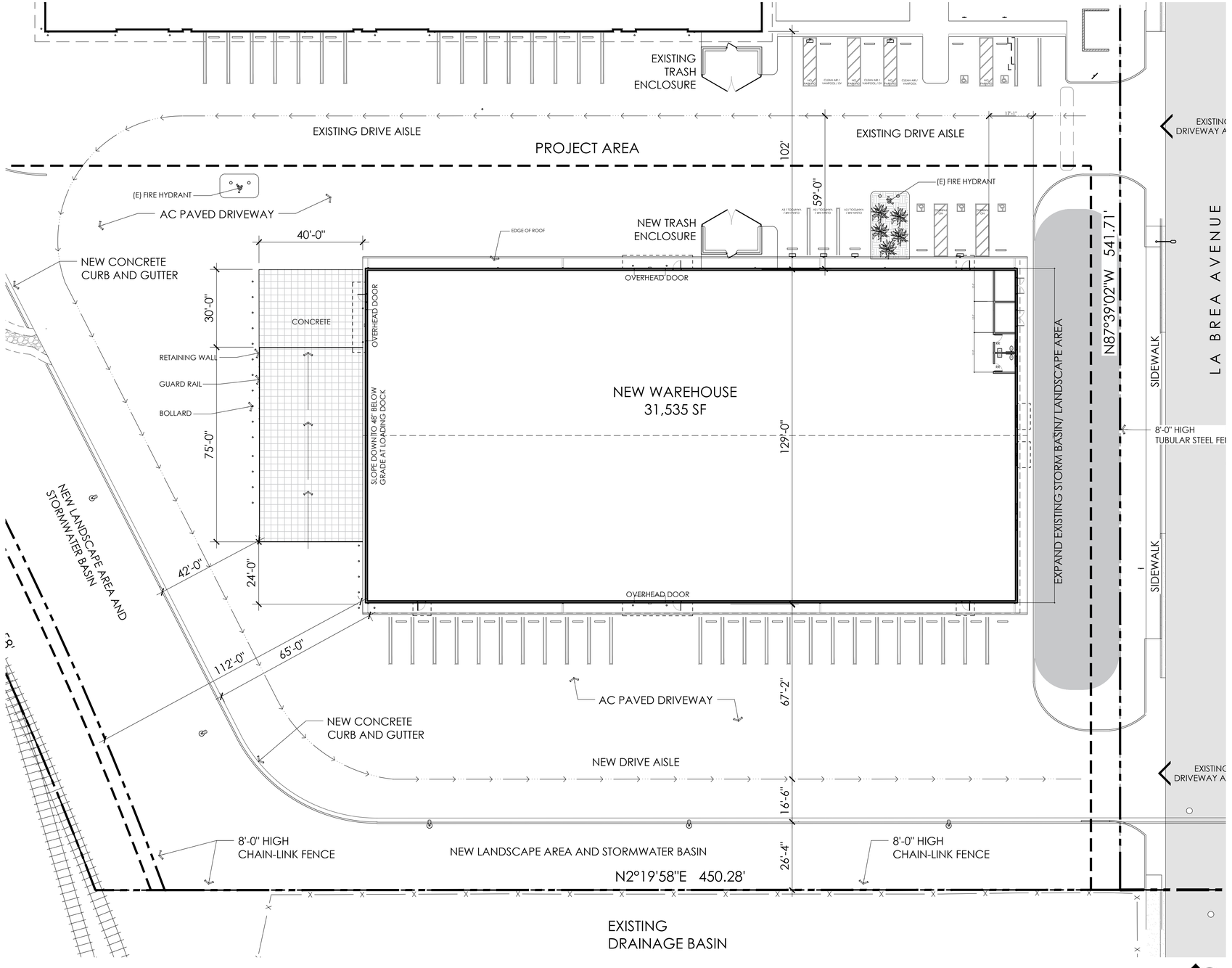
Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on this job and this office shall be notified in writing of any variations from the dimensions or conditions shown in these drawings.


PROJECT NUMBER: 1255-02

DATE:10.03.2024

SHEET TITLE:
COVER SHEET AND PROPOSED SITE PLAN

SHEET NUMBER:
G1.0




PROPOSED SITE PLAN

SCALE: 1" = 20'-0"

ODI
OMNI DESIGN
INCORPORATED
Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

SEASIDE PACKAGING INC.

Project:

PACKAGING WAREHOUSE II

1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE:10.03.2024

SHEET TITLE:

PARTIAL SITE PLAN

SHEET NUMBER:

A1.1

ODI
OMNI DESIGN
INCORPORATED

Cal y Mayor Group

ARCHITECTURE
ENGINEERING
SURVEYING

1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

SEASIDE PACKAGING INC.

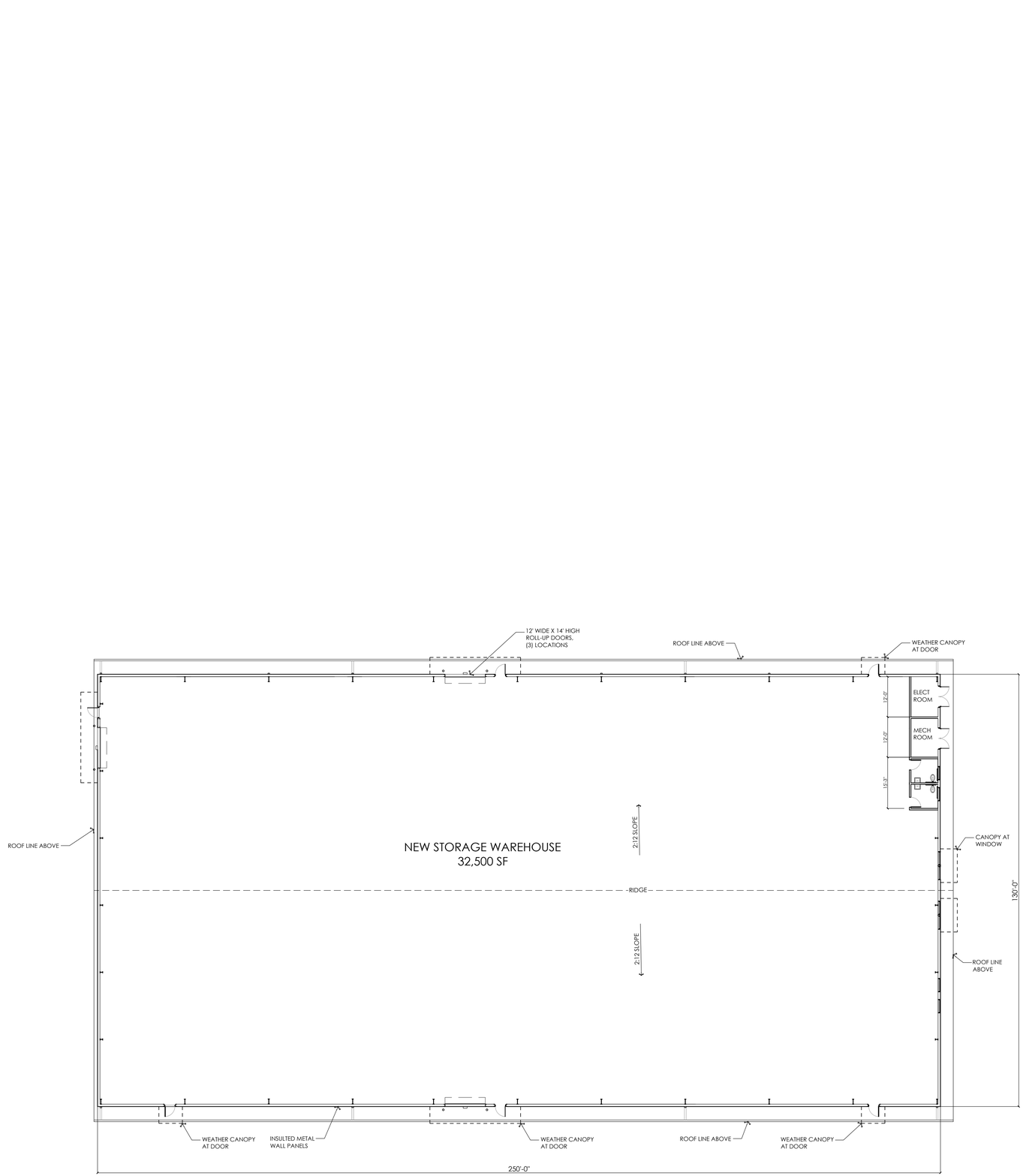
Project:

PACKAGING WAREHOUSE II

1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458




## Proposed Floor Plan
Scale: 1/16" = 1'-0"

NORTH

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE:10.03.2024

SHEET TITLE:

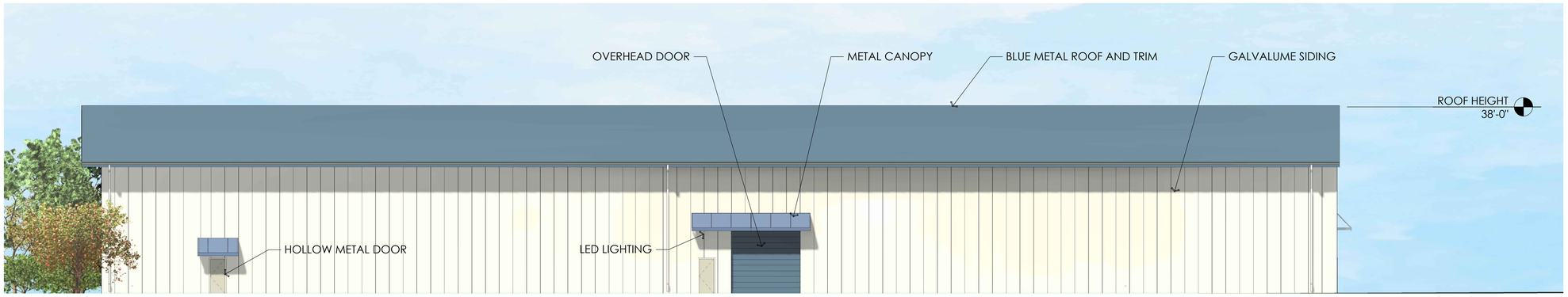
COVER SHEET
AND PROPOSED
SITE PLAN

SHEET NUMBER:

A2.1

North Elevation
Scale: 3/32" = 1"-0"

South Elevation
Scale: 3/32" = 1"-0"




East Elevation
Scale: 3/32" = 1"-0"

West Elevation
Scale: 3/32" = 1"-0"

ODI
OMNI DESIGN
INCORPORATED
Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

SEASIDE PACKAGING INC.

Project:
PACKAGING WAREHOUSE II
1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

All designs and other information on these drawings are for use on this specific project and shall not be used otherwise without the expressed written permission of Omni Design Incorporated.

Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on this job and this office shall be notified in writing of any variations from the dimensions or conditions shown in these drawings.

PROJECT NUMBER: 1255-02

DATE:10.03.2024

SHEET TITLE:
Exterior Elevations

SHEET NUMBER:
A3.1

# Appendix B

Air Quality and Greenhouse Gas Emissions Modeling

# Seaside Warehouse (Phase II Construction) Detailed Report

## Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

3.3. Grading (2025) - Unmitigated

3.5. Building Construction (2026) - Unmitigated

3.7. Paving (2026) - Unmitigated

3.9. Architectural Coating (2026) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Seaside Warehouse (Phase II Construction) |
| Construction Start Date | 8/1/2025 |
| Operational Year | 2026 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.90 |
| Precipitation (days) | 10.0 |
| Location | 34.935730088163226, -120.46259125961751 |
| County | Santa Barbara |
| City | Santa Maria |
| Air District | Santa Barbara County APCD |
| Air Basin | South Central Coast |
| TAZ | 3387 |
| EDFZ | 6 |
| Electric Utility | Pacific Gas & Electric Company |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.29 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 31.0 | 1000sqft | 2.53 | 31,000 | 28,569 | — | — | — |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Parking Lot | 50.8 | 1000sqft | 0.00 | 0.00 | 0.00 | — | — | — |

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 60.9 | 60.8 | 27.3 | 27.4 | 0.05 | 1.19 | 5.44 | 6.63 | 1.09 | 2.68 | 3.77 | — | 5,539 | 5,539 | 0.23 | 0.05 | 0.55 | 5,560 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.65 | 2.22 | 20.8 | 18.8 | 0.03 | 0.88 | 5.25 | 6.13 | 0.81 | 2.66 | 3.47 | — | 3,556 | 3,556 | 0.15 | 0.07 | 0.02 | 3,581 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.56 | 2.47 | 4.32 | 4.94 | 0.01 | 0.17 | 0.93 | 1.10 | 0.16 | 0.47 | 0.63 | — | 1,367 | 1,367 | 0.06 | 0.02 | 0.09 | 1,374 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.47 | 0.45 | 0.79 | 0.90 | < 0.005 | 0.03 | 0.17 | 0.20 | 0.03 | 0.09 | 0.11 | — | 226 | 226 | 0.01 | < 0.005 | 0.01 | 227 |

### 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2025 | 3.76 | 3.17 | 27.3 | 27.4 | 0.05 | 1.19 | 5.44 | 6.63 | 1.09 | 2.68 | 3.77 | — | 5,539 | 5,539 | 0.23 | 0.05 | 0.55 | 5,560 |
| 2026 | 60.9 | 60.8 | 11.2 | 12.7 | 0.03 | 0.34 | 0.10 | 0.45 | 0.31 | 0.03 | 0.34 | — | 3,529 | 3,529 | 0.14 | 0.04 | 0.55 | 3,547 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 2.65 | 2.22 | 20.8 | 18.8 | 0.03 | 0.88 | 5.25 | 6.13 | 0.81 | 2.66 | 3.47 | — | 3,556 | 3,556 | 0.15 | 0.07 | 0.02 | 3,581 |
| 2026 | 1.50 | 1.26 | 11.2 | 12.8 | 0.03 | 0.34 | 0.10 | 0.45 | 0.31 | 0.03 | 0.34 | — | 3,528 | 3,528 | 0.14 | 0.04 | 0.01 | 3,544 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.53 | 0.44 | 4.02 | 3.79 | 0.01 | 0.17 | 0.93 | 1.10 | 0.16 | 0.47 | 0.63 | — | 738 | 738 | 0.03 | 0.01 | 0.06 | 742 |
| 2026 | 2.56 | 2.47 | 4.32 | 4.94 | 0.01 | 0.13 | 0.04 | 0.17 | 0.12 | 0.01 | 0.13 | — | 1,367 | 1,367 | 0.06 | 0.02 | 0.09 | 1,374 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.10 | 0.08 | 0.73 | 0.69 | < 0.005 | 0.03 | 0.17 | 0.20 | 0.03 | 0.09 | 0.11 | — | 122 | 122 | 0.01 | < 0.005 | 0.01 | 123 |
| 2026 | 0.47 | 0.45 | 0.79 | 0.90 | < 0.005 | 0.02 | 0.01 | 0.03 | 0.02 | < 0.005 | 0.02 | — | 226 | 226 | 0.01 | < 0.005 | 0.01 | 227 |

## 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.36 | 1.27 | 1.61 | 2.98 | 0.01 | 0.02 | 0.46 | 0.48 | 0.02 | 0.12 | 0.14 | 31.0 | 1,290 | 1,321 | 1.72 | 0.17 | 2.35 | 1,418 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.12 | 1.05 | 1.65 | 1.73 | 0.01 | 0.02 | 0.46 | 0.47 | 0.02 | 0.12 | 0.13 | 31.0 | 1,280 | 1,311 | 1.73 | 0.17 | 0.06 | 1,406 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.24 | 1.16 | 1.65 | 2.34 | 0.01 | 0.02 | 0.45 | 0.47 | 0.02 | 0.12 | 0.13 | 31.0 | 1,283 | 1,314 | 1.73 | 0.17 | 1.02 | 1,410 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unmit. | 0.23 | 0.21 | 0.30 | 0.43 | < 0.005 | < 0.005 | 0.08 | 0.09 | < 0.005 | 0.02 | 0.02 | 5.14 | 212 | 217 | 0.29 | 0.03 | 0.17 | 233 |

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.25 | 0.19 | 1.54 | 1.59 | 0.01 | 0.01 | 0.46 | 0.47 | 0.01 | 0.12 | 0.13 | — | 1,019 | 1,019 | 0.06 | 0.14 | 2.35 | 1,063 |
| Area | 1.10 | 1.08 | 0.01 | 1.35 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 5.54 | 5.54 | < 0.005 | < 0.005 | — | 5.56 |
| Energy | 0.01 | < 0.005 | 0.05 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 243 | 243 | 0.03 | < 0.005 | — | 245 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 15.3 | 22.4 | 37.7 | 0.06 | 0.03 | — | 49.2 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 15.7 | 0.00 | 15.7 | 1.57 | 0.00 | — | 54.9 |
| Total | 1.36 | 1.27 | 1.61 | 2.98 | 0.01 | 0.02 | 0.46 | 0.48 | 0.02 | 0.12 | 0.14 | 31.0 | 1,290 | 1,321 | 1.72 | 0.17 | 2.35 | 1,418 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.25 | 0.19 | 1.60 | 1.69 | 0.01 | 0.01 | 0.46 | 0.47 | 0.01 | 0.12 | 0.13 | — | 1,015 | 1,015 | 0.06 | 0.14 | 0.06 | 1,058 |
| Area | 0.86 | 0.86 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.01 | < 0.005 | 0.05 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 243 | 243 | 0.03 | < 0.005 | — | 245 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 15.3 | 22.4 | 37.7 | 0.06 | 0.03 | — | 49.2 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 15.7 | 0.00 | 15.7 | 1.57 | 0.00 | — | 54.9 |
| Total | 1.12 | 1.05 | 1.65 | 1.73 | 0.01 | 0.02 | 0.46 | 0.47 | 0.02 | 0.12 | 0.13 | 31.0 | 1,280 | 1,311 | 1.73 | 0.17 | 0.06 | 1,406 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.25 | 0.19 | 1.60 | 1.63 | 0.01 | 0.01 | 0.45 | 0.47 | 0.01 | 0.12 | 0.13 | — | 1,015 | 1,015 | 0.06 | 0.14 | 1.02 | 1,058 |
| Area | 0.98 | 0.97 | 0.01 | 0.66 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 2.73 | 2.73 | < 0.005 | < 0.005 | — | 2.74 |
| Energy | 0.01 | < 0.005 | 0.05 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 243 | 243 | 0.03 | < 0.005 | — | 245 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 15.3 | 22.4 | 37.7 | 0.06 | 0.03 | — | 49.2 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 15.7 | 0.00 | 15.7 | 1.57 | 0.00 | — | 54.9 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 1.24 | 1.16 | 1.65 | 2.34 | 0.01 | 0.02 | 0.45 | 0.47 | 0.02 | 0.12 | 0.13 | 31.0 | 1,283 | 1,314 | 1.73 | 0.17 | 1.02 | 1,410 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.05 | 0.03 | 0.29 | 0.30 | < 0.005 | < 0.005 | 0.08 | 0.09 | < 0.005 | 0.02 | 0.02 | — | 168 | 168 | 0.01 | 0.02 | 0.17 | 175 |
| Area | 0.18 | 0.18 | < 0.005 | 0.12 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.45 | 0.45 | < 0.005 | < 0.005 | — | 0.45 |
| Energy | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 40.2 | 40.2 | 0.01 | < 0.005 | — | 40.5 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 2.54 | 3.71 | 6.25 | 0.01 | 0.01 | — | 8.15 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 2.60 | 0.00 | 2.60 | 0.26 | 0.00 | — | 9.10 |
| Total | 0.23 | 0.21 | 0.30 | 0.43 | < 0.005 | < 0.005 | 0.08 | 0.09 | < 0.005 | 0.02 | 0.02 | 5.14 | 212 | 217 | 0.29 | 0.03 | 0.17 | 233 |

# 3. Construction Emissions Details

## 3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.66 | 3.08 | 27.2 | 26.7 | 0.05 | 1.19 | — | 1.19 | 1.09 | — | 1.09 | — | 5,413 | 5,413 | 0.22 | 0.04 | — | 5,432 |
| Dust From Material Movement | — | — | — | — | — | — | 5.32 | 5.32 | — | 2.65 | 2.65 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 0.18 | 1.57 | 1.54 | < 0.005 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 311 | 311 | 0.01 | < 0.005 | — | 313 |
| Dust From Material Movement | — | — | — | — | — | — | 0.31 | 0.31 | — | 0.15 | 0.15 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.29 | 0.28 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 51.6 | 51.6 | < 0.005 | < 0.005 | — | 51.7 |
| Dust From Material Movement | — | — | — | — | — | — | 0.06 | 0.06 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.09 | 0.06 | 0.75 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.03 | 0.03 | — | 126 | 126 | 0.01 | 0.01 | 0.55 | 128 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 7.10 | 7.10 | < 0.005 | < 0.005 | 0.01 | 7.22 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.18 | 1.18 | < 0.005 | < 0.005 | < 0.005 | 1.20 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.57 | 2.16 | 20.3 | 18.2 | 0.03 | 0.88 | — | 0.88 | 0.81 | — | 0.81 | — | 3,222 | 3,222 | 0.13 | 0.03 | — | 3,233 |
| Dust From Material Movement | — | — | — | — | — | — | 5.11 | 5.11 | — | 2.63 | 2.63 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.30 | 0.25 | 2.40 | 2.14 | < 0.005 | 0.10 | — | 0.10 | 0.09 | — | 0.09 | — | 380 | 380 | 0.02 | < 0.005 | — | 381 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.60 | 0.60 | — | 0.31 | 0.31 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.05 | 0.44 | 0.39 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 62.8 | 62.8 | < 0.005 | < 0.005 | — | 63.1 |
| Dust From Material Movement | — | — | — | — | — | — | 0.11 | 0.11 | — | 0.06 | 0.06 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.05 | 0.05 | 0.48 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.02 | 0.02 | — | 77.0 | 77.0 | 0.01 | < 0.005 | 0.01 | 78.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.02 | < 0.005 | 0.37 | 0.13 | < 0.005 | < 0.005 | 0.06 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 257 | 257 | 0.02 | 0.04 | 0.01 | 270 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 9.08 | 9.08 | < 0.005 | < 0.005 | 0.02 | 9.24 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | 0.04 | 0.01 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 30.3 | 30.3 | < 0.005 | < 0.005 | 0.03 | 31.8 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.50 | 1.50 | < 0.005 | < 0.005 | < 0.005 | 1.53 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 5.01 | 5.01 | < 0.005 | < 0.005 | < 0.005 | 5.26 |

## 3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.43 | 1.20 | 11.1 | 12.2 | 0.03 | 0.34 | — | 0.34 | 0.31 | — | 0.31 | — | 3,361 | 3,361 | 0.14 | 0.03 | — | 3,372 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.43 | 1.20 | 11.1 | 12.2 | 0.03 | 0.34 | — | 0.34 | 0.31 | — | 0.31 | — | 3,361 | 3,361 | 0.14 | 0.03 | — | 3,372 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.51 | 0.43 | 3.91 | 4.32 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 1,188 | 1,188 | 0.05 | 0.01 | — | 1,192 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Roa Equipment | 0.09 | 0.08 | 0.71 | 0.79 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 197 | 197 | 0.01 | < 0.005 | — | 197 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.05 | 0.04 | 0.45 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.02 | 0.02 | — | 80.2 | 80.2 | 0.01 | < 0.005 | 0.34 | 81.8 |
| Vendor | 0.01 | < 0.005 | 0.14 | 0.06 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 88.6 | 88.6 | < 0.005 | 0.01 | 0.21 | 92.7 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.05 | 0.04 | 0.46 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.02 | 0.02 | — | 78.6 | 78.6 | < 0.005 | < 0.005 | 0.01 | 79.8 |
| Vendor | 0.01 | < 0.005 | 0.14 | 0.07 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 88.7 | 88.7 | < 0.005 | 0.01 | 0.01 | 92.5 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02 | 0.02 | 0.01 | 0.16 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.01 | 0.01 | — | 27.8 | 27.8 | < 0.005 | < 0.005 | 0.05 | 28.3 |
| Vendor | < 0.005 | < 0.005 | 0.05 | 0.02 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 31.3 | 31.3 | < 0.005 | < 0.005 | 0.03 | 32.7 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 4.60 | 4.60 | < 0.005 | < 0.005 | 0.01 | 4.68 |
| Vendor | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 5.19 | 5.19 | < 0.005 | < 0.005 | 0.01 | 5.42 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.85 | 0.72 | 4.94 | 6.02 | 0.02 | 0.20 | — | 0.20 | 0.19 | — | 0.19 | — | 1,791 | 1,791 | 0.07 | 0.01 | — | 1,797 |
| Paving | 0.00 | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.05 | 0.05 | 0.31 | 0.38 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 113 | 113 | < 0.005 | < 0.005 | — | 113 |
| Paving | 0.00 | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.06 | 0.07 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 18.7 | 18.7 | < 0.005 | < 0.005 | — | 18.7 |
| Paving | 0.00 | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.03 | 0.02 | 0.26 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.01 | 0.01 | — | 46.2 | 46.2 | < 0.005 | < 0.005 | 0.19 | 47.1 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 2.86 | 2.86 | < 0.005 | < 0.005 | 0.01 | 2.90 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.47 | 0.47 | < 0.005 | < 0.005 | < 0.005 | 0.48 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 0.12 | 0.86 | 1.13 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | 59.9 | 59.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.03 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.39 | 4.39 | < 0.005 | < 0.005 | — | 4.40 |
| Architectural Coatings | 1.97 | 1.97 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.73 | 0.73 | < 0.005 | < 0.005 | — | 0.73 |
| Architectural Coatings | 0.36 | 0.36 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.09 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | < 0.005 | < 0.005 | — | 16.0 | 16.0 | < 0.005 | < 0.005 | 0.07 | 16.4 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.52 | 0.52 | < 0.005 | < 0.005 | < 0.005 | 0.53 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.09 | 0.09 | < 0.005 | < 0.005 | < 0.005 | 0.09 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.25 | 0.19 | 1.54 | 1.59 | 0.01 | 0.01 | 0.46 | 0.47 | 0.01 | 0.12 | 0.13 | — | 1,019 | 1,019 | 0.06 | 0.14 | 2.35 | 1,063 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.25 | 0.19 | 1.54 | 1.59 | 0.01 | 0.01 | 0.46 | 0.47 | 0.01 | 0.12 | 0.13 | — | 1,019 | 1,019 | 0.06 | 0.14 | 2.35 | 1,063 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrig Warehouse-No Rail | 0.25 | 0.19 | 1.60 | 1.69 | 0.01 | 0.01 | 0.46 | 0.47 | 0.01 | 0.12 | 0.13 | — | 1,015 | 1,015 | 0.06 | 0.14 | 0.06 | 1,058 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.25 | 0.19 | 1.60 | 1.69 | 0.01 | 0.01 | 0.46 | 0.47 | 0.01 | 0.12 | 0.13 | — | 1,015 | 1,015 | 0.06 | 0.14 | 0.06 | 1,058 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.05 | 0.03 | 0.29 | 0.30 | < 0.005 | < 0.005 | 0.08 | 0.09 | < 0.005 | 0.02 | 0.02 | — | 168 | 168 | 0.01 | 0.02 | 0.17 | 175 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.05 | 0.03 | 0.29 | 0.30 | < 0.005 | < 0.005 | 0.08 | 0.09 | < 0.005 | 0.02 | 0.02 | — | 168 | 168 | 0.01 | 0.02 | 0.17 | 175 |

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 184 | 184 | 0.03 | < 0.005 | — | 185 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 184 | 184 | 0.03 | < 0.005 | — | 185 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 184 | 184 | 0.03 | < 0.005 | — | 185 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 184 | 184 | 0.03 | < 0.005 | — | 185 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 30.4 | 30.4 | < 0.005 | < 0.005 | — | 30.7 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 30.4 | 30.4 | < 0.005 | < 0.005 | — | 30.7 |

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.01 | < 0.005 | 0.05 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 59.0 | 59.0 | 0.01 | < 0.005 | — | 59.2 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.01 | < 0.005 | 0.05 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 59.0 | 59.0 | 0.01 | < 0.005 | — | 59.2 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.01 | < 0.005 | 0.05 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 59.0 | 59.0 | 0.01 | < 0.005 | — | 59.2 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.01 | < 0.005 | 0.05 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 59.0 | 59.0 | 0.01 | < 0.005 | — | 59.2 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 9.78 | 9.78 | < 0.005 | < 0.005 | — | 9.80 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 9.78 | 9.78 | < 0.005 | < 0.005 | — | 9.80 |

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.66 | 0.66 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectural Coating | 0.20 | 0.20 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.24 | 0.22 | 0.01 | 1.35 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 5.54 | 5.54 | < 0.005 | < 0.005 | — | 5.56 |
| Total | 1.10 | 1.08 | 0.01 | 1.35 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 5.54 | 5.54 | < 0.005 | < 0.005 | — | 5.56 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.66 | 0.66 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.20 | 0.20 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 0.86 | 0.86 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.12 | 0.12 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.04 | 0.04 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.02 | 0.02 | < 0.005 | 0.12 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.45 | 0.45 | < 0.005 | < 0.005 | — | 0.45 |
| Total | 0.18 | 0.18 | < 0.005 | 0.12 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.45 | 0.45 | < 0.005 | < 0.005 | — | 0.45 |

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 15.3 | 22.4 | 37.7 | 0.06 | 0.03 | — | 49.2 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 15.3 | 22.4 | 37.7 | 0.06 | 0.03 | — | 49.2 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 15.3 | 22.4 | 37.7 | 0.06 | 0.03 | — | 49.2 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 15.3 | 22.4 | 37.7 | 0.06 | 0.03 | — | 49.2 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 2.54 | 3.71 | 6.25 | 0.01 | 0.01 | — | 8.15 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 2.54 | 3.71 | 6.25 | 0.01 | 0.01 | — | 8.15 |

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 15.7 | 0.00 | 15.7 | 1.57 | 0.00 | — | 54.9 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 15.7 | 0.00 | 15.7 | 1.57 | 0.00 | — | 54.9 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 15.7 | 0.00 | 15.7 | 1.57 | 0.00 | — | 54.9 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 15.7 | 0.00 | 15.7 | 1.57 | 0.00 | — | 54.9 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 2.60 | 0.00 | 2.60 | 0.26 | 0.00 | — | 9.10 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | 2.60 | 0.00 | 2.60 | 0.26 | 0.00 | — | 9.10 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.9. User Defined Emissions By Equipment Type

### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Remove | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Site Preparation | Site Preparation | 8/1/2025 | 8/31/2025 | 5.00 | 21.0 | — |
| Grading | Grading | 11/1/2025 | 12/31/2025 | 5.00 | 43.0 | — |
| Building Construction | Building Construction | 1/1/2026 | 6/30/2026 | 5.00 | 129 | — |
| Paving | Paving | 7/1/2026 | 7/31/2026 | 5.00 | 23.0 | — |
| Architectural Coating | Architectural Coating | 7/16/2026 | 7/31/2026 | 5.00 | 12.0 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Site Preparation | Tractors/Loaders/Back | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Site Preparation | Plate Compactors | Diesel | Average | 1.00 | 8.00 | 8.00 | 0.43 |
| Site Preparation | Rubber Tired Dozers | Diesel | Average | 2.00 | 8.00 | 367 | 0.40 |
| Site Preparation | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Site Preparation | Graders | Diesel | Average | 1.00 | 8.00 | 148 | 0.41 |
| Site Preparation | Off-Highway Trucks | Diesel | Average | 1.00 | 8.00 | 376 | 0.38 |
| Grading | Plate Compactors | Diesel | Average | 1.00 | 8.00 | 8.00 | 0.43 |
| Grading | Rubber Tired Dozers | Diesel | Average | 2.00 | 8.00 | 367 | 0.40 |
| Grading | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Grading | Tractors/Loaders/Back hoes | Diesel | Average | 1.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Aerial Lifts | Diesel | Average | 4.00 | 8.00 | 46.0 | 0.31 |
| Building Construction | Cranes | Diesel | Average | 1.00 | 8.00 | 367 | 0.29 |
| Building Construction | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Building Construction | Forklifts | Diesel | Average | 2.00 | 8.00 | 82.0 | 0.20 |
| Building Construction | Off-Highway Trucks | Diesel | Average | 1.00 | 8.00 | 376 | 0.38 |
| Paving | Pavers | Diesel | Average | 1.00 | 8.00 | 81.0 | 0.42 |
| Paving | Off-Highway Trucks | Diesel | Average | 1.00 | 8.00 | 376 | 0.38 |
| Paving | Rollers | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.00 | 6.00 | 37.0 | 0.48 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 20.0 | 8.80 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 5.30 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |

| | | | | |
|---|---|---|---|---|
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 12.5 | 8.80 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 5.30 | HHDT,MHDT |
| Grading | Hauling | 3.49 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 13.0 | 8.80 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 5.08 | 5.30 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 7.50 | 8.80 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 5.30 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 2.60 | 8.80 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 5.30 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 0.00 | 0.00 | 46,500 | 15,500 | — |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (sq. ft.) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Site Preparation | — | — | 31.5 | 0.00 | — |
| Grading | — | 1,200 | 43.0 | 0.00 | — |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

### 5.6.2. Construction Earthmoving Control Strategies

| Control Strategies Applied | Frequency (per day) | PM10 Reduction | PM2.5 Reduction |
|---|---|---|---|
| Water Exposed Area | 2 | 61% | 61% |

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 0.00 | 0% |
| Parking Lot | 0.00 | 100% |

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2025 | 0.00 | 204 | 0.03 | < 0.005 |
| 2026 | 0.00 | 204 | 0.03 | < 0.005 |

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 115 | 115 | 115 | 42,092 | 590 | 590 | 590 | 215,230 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

### 5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|
| 0 | 0.00 | 46,500 | 15,500 | — |

### 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 180 |

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 328,478 | 204 | 0.0330 | 0.0040 | 184,237 |
| Parking Lot | 0.00 | 204 | 0.0330 | 0.0040 | 0.00 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 7,168,750 | 341,211 |
| Parking Lot | 0.00 | 0.00 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 29.1 | — |
| Parking Lot | 0.00 | — |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

### 5.16.2. Process Boilers

| Equipment Type | Fuel Type | Number | Boiler Rating (MMBtu/hr) | Daily Heat Input (MMBtu/day) | Annual Heat Input (MMBtu/yr) |
|---|---|---|---|---|---|

## 5.17. User Defined

| Equipment Type | Fuel Type |
|---|---|

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 5.56 | annual days of extreme heat |
| Extreme Precipitation | 4.35 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 42.7 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | 0 | 0 | 0 | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | 1 | 1 | 1 | 2 |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 11.6 |

| | |
|---|---|
| AQ-PM | 10.5 |
| AQ-DPM | 39.4 |
| Drinking Water | 52.8 |
| Lead Risk Housing | 43.8 |
| Pesticides | 99.6 |
| Toxic Releases | 10.3 |
| Traffic | 19.9 |
| Effect Indicators | — |
| CleanUp Sites | 72.4 |
| Groundwater | 99.8 |
| Haz Waste Facilities/Generators | 95.6 |
| Impaired Water Bodies | 83.0 |
| Solid Waste | 97.6 |
| Sensitive Population | — |
| Asthma | 54.8 |
| Cardio-vascular | 10.8 |
| Low Birth Weights | 26.6 |
| Socioeconomic Factor Indicators | — |
| Education | 92.9 |
| Housing | 60.1 |
| Linguistic | 83.8 |
| Poverty | 83.0 |
| Unemployment | 69.1 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |

| | |
|---|---|
| Above Poverty | 18.91441037 |
| Employed | 48.77454125 |
| Median HI | 33.1707943 |
| Education | — |
| Bachelor's or higher | 21.73745669 |
| High school enrollment | 100 |
| Preschool enrollment | 34.98011036 |
| Transportation | — |
| Auto Access | 36.49428975 |
| Active commuting | 47.32452201 |
| Social | — |
| 2-parent households | 24.86847171 |
| Voting | 58.09059412 |
| Neighborhood | — |
| Alcohol availability | 48.68471705 |
| Park access | 56.33260619 |
| Retail density | 30.43757218 |
| Supermarket access | 58.51405107 |
| Tree canopy | 3.798280508 |
| Housing | — |
| Homeownership | 33.00397793 |
| Housing habitability | 24.75298345 |
| Low-inc homeowner severe housing cost burden | 34.38983703 |
| Low-inc renter severe housing cost burden | 51.96971641 |
| Uncrowded housing | 6.108045682 |
| Health Outcomes | — |
| Insured adults | 16.74579751 |
| Arthritis | 64.8 |

| | |
|---|---|
| Asthma ER Admissions | 63.2 |
| High Blood Pressure | 70.1 |
| Cancer (excluding skin) | 80.0 |
| Asthma | 16.4 |
| Coronary Heart Disease | 51.0 |
| Chronic Obstructive Pulmonary Disease | 25.1 |
| Diagnosed Diabetes | 40.6 |
| Life Expectancy at Birth | 58.8 |
| Cognitively Disabled | 72.6 |
| Physically  Disabled | 87.9 |
| Heart Attack ER Admissions | 98.0 |
| Mental Health Not Good | 14.9 |
| Chronic Kidney Disease | 35.4 |
| Obesity | 25.3 |
| Pedestrian Injuries | 72.4 |
| Physical Health Not Good | 20.5 |
| Stroke | 39.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 52.5 |
| Current Smoker | 17.7 |
| No Leisure Time for Physical Activity | 22.0 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 4.8 |
| Elderly | 91.7 |
| English Speaking | 20.3 |
| Foreign-born | 70.8 |

| | |
|---|---|
| Outdoor Workers | 1.5 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 42.5 |
| Traffic Density | 17.7 |
| Traffic Access | 0.0 |
| Other Indices | — |
| Hardship | 90.3 |
| Other Decision Support | — |
| 2016 Voting | 45.5 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 71.0 |
| Healthy Places Index Score for Project Location (b) | 33.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | Project area is 2.53 AC per site plan. |
| Construction: Construction Phases | Per applicant provided construction schedule. |
| Construction: Off-Road Equipment | Default equipment for AC. All other equipment from applicant provided information. |
| Operations: Energy Use | No natural gas. Project would be supplied electricity by 3CE with 100% renewable energy mix. |
| Operations: Solid Waste | No solid waste per applicant provided information. |
| Operations: Water and Waste Water | Assumed to consume same quantity of water as existing warehouse |
| Operations: Vehicle Data | per applicant provided Traffic Study (ATE 2025) |
| Operations: Fleet Mix | Fleet mix adjusted per project Traffic Study (ATE 2025). Total ADT split between autos (LDA) and trucks (HHD). |

# Seaside Warehouse Phase 1+2 (Operational) Detailed Report

## Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

3.3. Grading (2025) - Unmitigated

3.5. Building Construction (2026) - Unmitigated

3.7. Paving (2026) - Unmitigated

3.9. Architectural Coating (2026) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | Seaside Warehouse Phase 1+2 (Operational) |
| Construction Start Date | 8/1/2025 |
| Operational Year | 2026 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.90 |
| Precipitation (days) | 10.0 |
| Location | 34.935730088163226, -120.46259125961751 |
| County | Santa Barbara |
| City | Santa Maria |
| Air District | Santa Barbara County APCD |
| Air Basin | South Central Coast |
| TAZ | 3387 |
| EDFZ | 6 |
| Electric Utility | Pacific Gas & Electric Company |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.29 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 71.0 | 1000sqft | 6.18 | 71,000 | 79,788 | — | — | — |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Parking Lot | 119 | 1000sqft | 0.00 | 0.00 | 0.00 | — | — | — |

## 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 138 | 138 | 27.3 | 27.4 | 0.05 | 1.19 | 5.44 | 6.63 | 1.09 | 2.68 | 3.77 | — | 5,539 | 5,539 | 0.23 | 0.06 | 1.26 | 5,560 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.65 | 2.22 | 20.8 | 18.8 | 0.03 | 0.88 | 5.25 | 6.13 | 0.81 | 2.66 | 3.47 | — | 3,744 | 3,744 | 0.15 | 0.07 | 0.03 | 3,767 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 5.14 | 5.04 | 4.50 | 5.31 | 0.01 | 0.17 | 0.93 | 1.10 | 0.16 | 0.47 | 0.63 | — | 1,465 | 1,465 | 0.06 | 0.02 | 0.20 | 1,474 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.94 | 0.92 | 0.82 | 0.97 | < 0.005 | 0.03 | 0.17 | 0.20 | 0.03 | 0.09 | 0.11 | — | 243 | 243 | 0.01 | < 0.005 | 0.03 | 244 |

## 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2025 | 3.76 | 3.17 | 27.3 | 27.4 | 0.05 | 1.19 | 5.44 | 6.63 | 1.09 | 2.68 | 3.77 | — | 5,539 | 5,539 | 0.23 | 0.05 | 0.55 | 5,560 |
| 2026 | 138 | 138 | 11.5 | 13.4 | 0.03 | 0.34 | 0.24 | 0.58 | 0.32 | 0.06 | 0.37 | — | 3,747 | 3,747 | 0.16 | 0.06 | 1.26 | 3,772 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 2.65 | 2.22 | 20.8 | 18.8 | 0.03 | 0.88 | 5.25 | 6.13 | 0.81 | 2.66 | 3.47 | — | 3,556 | 3,556 | 0.15 | 0.07 | 0.02 | 3,581 |
| 2026 | 1.58 | 1.34 | 11.5 | 13.4 | 0.03 | 0.34 | 0.24 | 0.58 | 0.32 | 0.06 | 0.37 | — | 3,744 | 3,744 | 0.15 | 0.06 | 0.03 | 3,767 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.53 | 0.44 | 4.02 | 3.79 | 0.01 | 0.17 | 0.93 | 1.10 | 0.16 | 0.47 | 0.63 | — | 738 | 738 | 0.03 | 0.01 | 0.06 | 742 |
| 2026 | 5.14 | 5.04 | 4.50 | 5.31 | 0.01 | 0.14 | 0.09 | 0.23 | 0.13 | 0.02 | 0.15 | — | 1,465 | 1,465 | 0.06 | 0.02 | 0.20 | 1,474 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2025 | 0.10 | 0.08 | 0.73 | 0.69 | < 0.005 | 0.03 | 0.17 | 0.20 | 0.03 | 0.09 | 0.11 | — | 122 | 122 | 0.01 | < 0.005 | 0.01 | 123 |
| 2026 | 0.94 | 0.92 | 0.82 | 0.97 | < 0.005 | 0.03 | 0.02 | 0.04 | 0.02 | < 0.005 | 0.03 | — | 243 | 243 | 0.01 | < 0.005 | 0.03 | 244 |

## 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.79 | 2.68 | 1.65 | 4.76 | 0.01 | 0.02 | 0.48 | 0.50 | 0.02 | 0.12 | 0.14 | 71.1 | 1,137 | 1,208 | 3.79 | 0.22 | 2.48 | 1,371 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.23 | 2.17 | 1.68 | 1.77 | 0.01 | 0.01 | 0.48 | 0.49 | 0.01 | 0.12 | 0.14 | 71.1 | 1,121 | 1,192 | 3.79 | 0.22 | 0.06 | 1,352 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 2.51 | 2.42 | 1.69 | 3.24 | 0.01 | 0.02 | 0.48 | 0.49 | 0.02 | 0.12 | 0.14 | 71.1 | 1,126 | 1,198 | 3.79 | 0.22 | 1.07 | 1,359 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unmit. | 0.46 | 0.44 | 0.31 | 0.59 | < 0.005 | < 0.005 | 0.09 | 0.09 | < 0.005 | 0.02 | 0.03 | 11.8 | 186 | 198 | 0.63 | 0.04 | 0.18 | 225 |

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.27 | 0.20 | 1.63 | 1.68 | 0.01 | 0.01 | 0.48 | 0.49 | 0.01 | 0.12 | 0.14 | — | 1,073 | 1,073 | 0.07 | 0.14 | 2.48 | 1,120 |
| Area | 2.52 | 2.48 | 0.03 | 3.09 | < 0.005 | 0.01 | — | 0.01 | < 0.005 | — | < 0.005 | — | 12.7 | 12.7 | < 0.005 | < 0.005 | — | 12.7 |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 35.1 | 51.7 | 86.8 | 0.13 | 0.08 | — | 113 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 36.0 | 0.00 | 36.0 | 3.59 | 0.00 | — | 126 |
| Total | 2.79 | 2.68 | 1.65 | 4.76 | 0.01 | 0.02 | 0.48 | 0.50 | 0.02 | 0.12 | 0.14 | 71.1 | 1,137 | 1,208 | 3.79 | 0.22 | 2.48 | 1,371 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.26 | 0.20 | 1.68 | 1.77 | 0.01 | 0.01 | 0.48 | 0.49 | 0.01 | 0.12 | 0.14 | — | 1,069 | 1,069 | 0.07 | 0.14 | 0.06 | 1,113 |
| Area | 1.97 | 1.97 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 35.1 | 51.7 | 86.8 | 0.13 | 0.08 | — | 113 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 36.0 | 0.00 | 36.0 | 3.59 | 0.00 | — | 126 |
| Total | 2.23 | 2.17 | 1.68 | 1.77 | 0.01 | 0.01 | 0.48 | 0.49 | 0.01 | 0.12 | 0.14 | 71.1 | 1,121 | 1,192 | 3.79 | 0.22 | 0.06 | 1,352 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.26 | 0.20 | 1.68 | 1.72 | 0.01 | 0.01 | 0.48 | 0.49 | 0.01 | 0.12 | 0.14 | — | 1,068 | 1,068 | 0.07 | 0.14 | 1.07 | 1,114 |
| Area | 2.24 | 2.22 | 0.01 | 1.52 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 6.26 | 6.26 | < 0.005 | < 0.005 | — | 6.28 |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 35.1 | 51.7 | 86.8 | 0.13 | 0.08 | — | 113 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 36.0 | 0.00 | 36.0 | 3.59 | 0.00 | — | 126 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 2.51 | 2.42 | 1.69 | 3.24 | 0.01 | 0.02 | 0.48 | 0.49 | 0.02 | 0.12 | 0.14 | 71.1 | 1,126 | 1,198 | 3.79 | 0.22 | 1.07 | 1,359 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.05 | 0.04 | 0.31 | 0.31 | < 0.005 | < 0.005 | 0.09 | 0.09 | < 0.005 | 0.02 | 0.03 | — | 177 | 177 | 0.01 | 0.02 | 0.18 | 184 |
| Area | 0.41 | 0.41 | < 0.005 | 0.28 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.04 | 1.04 | < 0.005 | < 0.005 | — | 1.04 |
| Energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 5.81 | 8.56 | 14.4 | 0.02 | 0.01 | — | 18.7 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 5.96 | 0.00 | 5.96 | 0.60 | 0.00 | — | 20.8 |
| Total | 0.46 | 0.44 | 0.31 | 0.59 | < 0.005 | < 0.005 | 0.09 | 0.09 | < 0.005 | 0.02 | 0.03 | 11.8 | 186 | 198 | 0.63 | 0.04 | 0.18 | 225 |

# 3. Construction Emissions Details

## 3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 3.66 | 3.08 | 27.2 | 26.7 | 0.05 | 1.19 | — | 1.19 | 1.09 | — | 1.09 | — | 5,413 | 5,413 | 0.22 | 0.04 | — | 5,432 |
| Dust From Material Movement | — | — | — | — | — | — | 5.32 | 5.32 | — | 2.65 | 2.65 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.21 | 0.18 | 1.57 | 1.54 | < 0.005 | 0.07 | — | 0.07 | 0.06 | — | 0.06 | — | 311 | 311 | 0.01 | < 0.005 | — | 313 |
| Dust From Material Movement | — | — | — | — | — | — | 0.31 | 0.31 | — | 0.15 | 0.15 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.04 | 0.03 | 0.29 | 0.28 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 51.6 | 51.6 | < 0.005 | < 0.005 | — | 51.7 |
| Dust From Material Movement | — | — | — | — | — | — | 0.06 | 0.06 | — | 0.03 | 0.03 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.10 | 0.09 | 0.06 | 0.75 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.03 | 0.03 | — | 126 | 126 | 0.01 | 0.01 | 0.55 | 128 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | < 0.005 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 7.10 | 7.10 | < 0.005 | < 0.005 | 0.01 | 7.22 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.18 | 1.18 | < 0.005 | < 0.005 | < 0.005 | 1.20 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 2.57 | 2.16 | 20.3 | 18.2 | 0.03 | 0.88 | — | 0.88 | 0.81 | — | 0.81 | — | 3,222 | 3,222 | 0.13 | 0.03 | — | 3,233 |
| Dust From Material Movement | — | — | — | — | — | — | 5.11 | 5.11 | — | 2.63 | 2.63 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.30 | 0.25 | 2.40 | 2.14 | < 0.005 | 0.10 | — | 0.10 | 0.09 | — | 0.09 | — | 380 | 380 | 0.02 | < 0.005 | — | 381 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dust From Material Movement | — | — | — | — | — | — | 0.60 | 0.60 | — | 0.31 | 0.31 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.05 | 0.44 | 0.39 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 62.8 | 62.8 | < 0.005 | < 0.005 | — | 63.1 |
| Dust From Material Movement | — | — | — | — | — | — | 0.11 | 0.11 | — | 0.06 | 0.06 | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.06 | 0.05 | 0.05 | 0.48 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 | 0.02 | 0.02 | — | 77.0 | 77.0 | 0.01 | < 0.005 | 0.01 | 78.2 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.02 | < 0.005 | 0.37 | 0.13 | < 0.005 | < 0.005 | 0.06 | 0.07 | < 0.005 | 0.02 | 0.02 | — | 257 | 257 | 0.02 | 0.04 | 0.01 | 270 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 9.08 | 9.08 | < 0.005 | < 0.005 | 0.02 | 9.24 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | 0.04 | 0.01 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 30.3 | 30.3 | < 0.005 | < 0.005 | 0.03 | 31.8 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.50 | 1.50 | < 0.005 | < 0.005 | < 0.005 | 1.53 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 5.01 | 5.01 | < 0.005 | < 0.005 | < 0.005 | 5.26 |

## 3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.43 | 1.20 | 11.1 | 12.2 | 0.03 | 0.34 | — | 0.34 | 0.31 | — | 0.31 | — | 3,361 | 3,361 | 0.14 | 0.03 | — | 3,372 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.43 | 1.20 | 11.1 | 12.2 | 0.03 | 0.34 | — | 0.34 | 0.31 | — | 0.31 | — | 3,361 | 3,361 | 0.14 | 0.03 | — | 3,372 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.51 | 0.43 | 3.91 | 4.32 | 0.01 | 0.12 | — | 0.12 | 0.11 | — | 0.11 | — | 1,188 | 1,188 | 0.05 | 0.01 | — | 1,192 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Roa Equipment | 0.09 | 0.08 | 0.71 | 0.79 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 197 | 197 | 0.01 | < 0.005 | — | 197 |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.13 | 0.12 | 0.09 | 1.02 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.04 | 0.04 | — | 184 | 184 | 0.01 | 0.01 | 0.77 | 187 |
| Vendor | 0.02 | 0.01 | 0.31 | 0.14 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.02 | — | 203 | 203 | 0.01 | 0.03 | 0.49 | 212 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.13 | 0.12 | 0.10 | 1.05 | 0.00 | 0.00 | 0.19 | 0.19 | 0.00 | 0.04 | 0.04 | — | 180 | 180 | 0.01 | 0.01 | 0.02 | 183 |
| Vendor | 0.02 | 0.01 | 0.32 | 0.15 | < 0.005 | < 0.005 | 0.05 | 0.05 | < 0.005 | 0.01 | 0.02 | — | 203 | 203 | 0.01 | 0.03 | 0.01 | 212 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05 | 0.04 | 0.03 | 0.36 | 0.00 | 0.00 | 0.07 | 0.07 | 0.00 | 0.02 | 0.02 | — | 63.7 | 63.7 | < 0.005 | < 0.005 | 0.12 | 64.8 |
| Vendor | 0.01 | < 0.005 | 0.11 | 0.05 | < 0.005 | < 0.005 | 0.02 | 0.02 | < 0.005 | 0.01 | 0.01 | — | 71.7 | 71.7 | < 0.005 | 0.01 | 0.07 | 74.9 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.01 | 0.01 | 0.01 | 0.07 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | < 0.005 | < 0.005 | — | 10.5 | 10.5 | < 0.005 | < 0.005 | 0.02 | 10.7 |
| Vendor | < 0.005 | < 0.005 | 0.02 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 11.9 | 11.9 | < 0.005 | < 0.005 | 0.01 | 12.4 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.02 | 0.86 | 6.46 | 8.07 | 0.02 | 0.28 | — | 0.28 | 0.26 | — | 0.26 | — | 2,106 | 2,106 | 0.09 | 0.02 | — | 2,113 |
| Paving | 0.00 | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.06 | 0.05 | 0.41 | 0.51 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 133 | 133 | 0.01 | < 0.005 | — | 133 |
| Paving | 0.00 | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01 | 0.01 | 0.07 | 0.09 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 22.0 | 22.0 | < 0.005 | < 0.005 | — | 22.0 |
| Paving | 0.00 | 0.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.04 | 0.04 | 0.03 | 0.34 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.01 | 0.01 | — | 61.6 | 61.6 | < 0.005 | < 0.005 | 0.26 | 62.8 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 3.81 | 3.81 | < 0.005 | < 0.005 | 0.01 | 3.87 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.63 | 0.63 | < 0.005 | < 0.005 | < 0.005 | 0.64 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Onsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.15 | 0.12 | 0.86 | 1.13 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 134 | 134 | 0.01 | < 0.005 | — | 134 |
| Architectural Coatings | 137 | 137 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.03 | 0.04 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 4.39 | 4.39 | < 0.005 | < 0.005 | — | 4.40 |
| Architectural Coatings | 4.51 | 4.51 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 0.73 | 0.73 | < 0.005 | < 0.005 | — | 0.73 |
| Architectural Coatings | 0.82 | 0.82 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Onsite truck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Offsite | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.03 | 0.02 | 0.02 | 0.20 | 0.00 | 0.00 | 0.04 | 0.04 | 0.00 | 0.01 | 0.01 | — | 36.7 | 36.7 | < 0.005 | < 0.005 | 0.15 | 37.5 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 1.18 | 1.18 | < 0.005 | < 0.005 | < 0.005 | 1.21 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.20 | 0.20 | < 0.005 | < 0.005 | < 0.005 | 0.20 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.27 | 0.20 | 1.63 | 1.68 | 0.01 | 0.01 | 0.48 | 0.49 | 0.01 | 0.12 | 0.14 | — | 1,073 | 1,073 | 0.07 | 0.14 | 2.48 | 1,120 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.27 | 0.20 | 1.63 | 1.68 | 0.01 | 0.01 | 0.48 | 0.49 | 0.01 | 0.12 | 0.14 | — | 1,073 | 1,073 | 0.07 | 0.14 | 2.48 | 1,120 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unrefrig Warehouse-No Rail | 0.26 | 0.20 | 1.68 | 1.77 | 0.01 | 0.01 | 0.48 | 0.49 | 0.01 | 0.12 | 0.14 | — | 1,069 | 1,069 | 0.07 | 0.14 | 0.06 | 1,113 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.26 | 0.20 | 1.68 | 1.77 | 0.01 | 0.01 | 0.48 | 0.49 | 0.01 | 0.12 | 0.14 | — | 1,069 | 1,069 | 0.07 | 0.14 | 0.06 | 1,113 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.05 | 0.04 | 0.31 | 0.31 | < 0.005 | < 0.005 | 0.09 | 0.09 | < 0.005 | 0.02 | 0.03 | — | 177 | 177 | 0.01 | 0.02 | 0.18 | 184 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.05 | 0.04 | 0.31 | 0.31 | < 0.005 | < 0.005 | 0.09 | 0.09 | < 0.005 | 0.02 | 0.03 | — | 177 | 177 | 0.01 | 0.02 | 0.18 | 184 |

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 | 0.00 | — | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 1.52 | 1.52 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectural Coating | 0.45 | 0.45 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.55 | 0.51 | 0.03 | 3.09 | < 0.005 | 0.01 | — | 0.01 | < 0.005 | — | < 0.005 | — | 12.7 | 12.7 | < 0.005 | < 0.005 | — | 12.7 |
| Total | 2.52 | 2.48 | 0.03 | 3.09 | < 0.005 | 0.01 | — | 0.01 | < 0.005 | — | < 0.005 | — | 12.7 | 12.7 | < 0.005 | < 0.005 | — | 12.7 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 1.52 | 1.52 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.45 | 0.45 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 1.97 | 1.97 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 0.28 | 0.28 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.08 | 0.08 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.05 | 0.05 | < 0.005 | 0.28 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.04 | 1.04 | < 0.005 | < 0.005 | — | 1.04 |
| Total | 0.41 | 0.41 | < 0.005 | 0.28 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 1.04 | 1.04 | < 0.005 | < 0.005 | — | 1.04 |

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 35.1 | 51.7 | 86.8 | 0.13 | 0.08 | — | 113 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 35.1 | 51.7 | 86.8 | 0.13 | 0.08 | — | 113 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 35.1 | 51.7 | 86.8 | 0.13 | 0.08 | — | 113 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 35.1 | 51.7 | 86.8 | 0.13 | 0.08 | — | 113 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 5.81 | 8.56 | 14.4 | 0.02 | 0.01 | — | 18.7 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 5.81 | 8.56 | 14.4 | 0.02 | 0.01 | — | 18.7 |

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 36.0 | 0.00 | 36.0 | 3.59 | 0.00 | — | 126 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 36.0 | 0.00 | 36.0 | 3.59 | 0.00 | — | 126 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 36.0 | 0.00 | 36.0 | 3.59 | 0.00 | — | 126 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 36.0 | 0.00 | 36.0 | 3.59 | 0.00 | — | 126 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unrefrigerated Warehouse-No Rail | — | — | — | — | — | — | — | — | — | — | — | 5.96 | 0.00 | 5.96 | 0.60 | 0.00 | — | 20.8 |
| Parking Lot | — | — | — | — | — | — | — | — | — | — | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | 5.96 | 0.00 | 5.96 | 0.60 | 0.00 | — | 20.8 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.9. User Defined Emissions By Equipment Type

### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Remove | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|---|---|---|---|---|---|---|
| Site Preparation | Site Preparation | 8/1/2025 | 8/31/2025 | 5.00 | 21.0 | — |
| Grading | Grading | 11/1/2025 | 12/31/2025 | 5.00 | 43.0 | — |
| Building Construction | Building Construction | 1/1/2026 | 6/30/2026 | 5.00 | 129 | — |
| Paving | Paving | 7/1/2026 | 7/31/2026 | 5.00 | 23.0 | — |
| Architectural Coating | Architectural Coating | 7/16/2026 | 7/31/2026 | 5.00 | 12.0 | — |

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|---|

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Site Preparation | Tractors/Loaders/Back | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Site Preparation | Plate Compactors | Diesel | Average | 1.00 | 8.00 | 8.00 | 0.43 |
| Site Preparation | Rubber Tired Dozers | Diesel | Average | 2.00 | 8.00 | 367 | 0.40 |
| Site Preparation | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Site Preparation | Graders | Diesel | Average | 1.00 | 8.00 | 148 | 0.41 |
| Site Preparation | Off-Highway Trucks | Diesel | Average | 1.00 | 8.00 | 376 | 0.38 |
| Grading | Plate Compactors | Diesel | Average | 1.00 | 8.00 | 8.00 | 0.43 |
| Grading | Rubber Tired Dozers | Diesel | Average | 2.00 | 8.00 | 367 | 0.40 |
| Grading | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Grading | Tractors/Loaders/Back hoes | Diesel | Average | 1.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Aerial Lifts | Diesel | Average | 4.00 | 8.00 | 46.0 | 0.31 |
| Building Construction | Cranes | Diesel | Average | 1.00 | 8.00 | 367 | 0.29 |
| Building Construction | Excavators | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Building Construction | Forklifts | Diesel | Average | 2.00 | 8.00 | 82.0 | 0.20 |
| Building Construction | Off-Highway Trucks | Diesel | Average | 1.00 | 8.00 | 376 | 0.38 |
| Paving | Pavers | Diesel | Average | 2.00 | 8.00 | 81.0 | 0.42 |
| Paving | Off-Highway Trucks | Diesel | Average | 1.00 | 8.00 | 376 | 0.38 |
| Paving | Rollers | Diesel | Average | 1.00 | 8.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors | Diesel | Average | 1.00 | 6.00 | 37.0 | 0.48 |

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|---|---|---|---|---|
| Site Preparation | — | — | — | — |
| Site Preparation | Worker | 20.0 | 8.80 | LDA,LDT1,LDT2 |
| Site Preparation | Vendor | — | 5.30 | HHDT,MHDT |
| Site Preparation | Hauling | 0.00 | 20.0 | HHDT |

| | | | | |
|---|---|---|---|---|
| Site Preparation | Onsite truck | — | — | HHDT |
| Grading | — | — | — | — |
| Grading | Worker | 12.5 | 8.80 | LDA,LDT1,LDT2 |
| Grading | Vendor | — | 5.30 | HHDT,MHDT |
| Grading | Hauling | 3.49 | 20.0 | HHDT |
| Grading | Onsite truck | — | — | HHDT |
| Building Construction | — | — | — | — |
| Building Construction | Worker | 29.8 | 8.80 | LDA,LDT1,LDT2 |
| Building Construction | Vendor | 11.6 | 5.30 | HHDT,MHDT |
| Building Construction | Hauling | 0.00 | 20.0 | HHDT |
| Building Construction | Onsite truck | — | — | HHDT |
| Paving | — | — | — | — |
| Paving | Worker | 10.0 | 8.80 | LDA,LDT1,LDT2 |
| Paving | Vendor | — | 5.30 | HHDT,MHDT |
| Paving | Hauling | 0.00 | 20.0 | HHDT |
| Paving | Onsite truck | — | — | HHDT |
| Architectural Coating | — | — | — | — |
| Architectural Coating | Worker | 5.96 | 8.80 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor | — | 5.30 | HHDT,MHDT |
| Architectural Coating | Hauling | 0.00 | 20.0 | HHDT |
| Architectural Coating | Onsite truck | — | — | HHDT |

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

| Phase Name | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|---|
| Architectural Coating | 0.00 | 0.00 | 106,500 | 35,500 | — |

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (cy) | Material Exported (cy) | Acres Graded (acres) | Material Demolished (sq. ft.) | Acres Paved (acres) |
|---|---|---|---|---|---|
| Site Preparation | — | — | 31.5 | 0.00 | — |
| Grading | — | 1,200 | 43.0 | 0.00 | — |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

### 5.6.2. Construction Earthmoving Control Strategies

| Control Strategies Applied | Frequency (per day) | PM10 Reduction | PM2.5 Reduction |
|---|---|---|---|
| Water Exposed Area | 2 | 61% | 61% |

## 5.7. Construction Paving

| Land Use | Area Paved (acres) | % Asphalt |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 0.00 | 0% |
| Parking Lot | 0.00 | 100% |

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|---|---|---|---|---|
| 2025 | 0.00 | 204 | 0.03 | < 0.005 |
| 2026 | 0.00 | 204 | 0.03 | < 0.005 |

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 121 | 121 | 121 | 44,315 | 621 | 621 | 621 | 226,597 |
| Parking Lot | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

### 5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|
| 0 | 0.00 | 106,500 | 35,500 | — |

### 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 180 |

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 0.00 | 204 | 0.0330 | 0.0040 | 0.00 |
| Parking Lot | 0.00 | 204 | 0.0330 | 0.0040 | 0.00 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 16,418,750 | 952,941 |
| Parking Lot | 0.00 | 0.00 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Unrefrigerated Warehouse-No Rail | 66.7 | — |
| Parking Lot | 0.00 | — |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|---|---|---|---|---|---|---|

### 5.16.2. Process Boilers

| Equipment Type | Fuel Type | Number | Boiler Rating (MMBtu/hr) | Daily Heat Input (MMBtu/day) | Annual Heat Input (MMBtu/yr) |
|---|---|---|---|---|---|

## 5.17. User Defined

| Equipment Type | Fuel Type |
|---|---|

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 5.56 | annual days of extreme heat |
| Extreme Precipitation | 4.35 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 42.7 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | 0 | 0 | 0 | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | 1 | 1 | 1 | 2 |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 11.6 |

| | |
|---|---|
| AQ-PM | 10.5 |
| AQ-DPM | 39.4 |
| Drinking Water | 52.8 |
| Lead Risk Housing | 43.8 |
| Pesticides | 99.6 |
| Toxic Releases | 10.3 |
| Traffic | 19.9 |
| Effect Indicators | — |
| CleanUp Sites | 72.4 |
| Groundwater | 99.8 |
| Haz Waste Facilities/Generators | 95.6 |
| Impaired Water Bodies | 83.0 |
| Solid Waste | 97.6 |
| Sensitive Population | — |
| Asthma | 54.8 |
| Cardio-vascular | 10.8 |
| Low Birth Weights | 26.6 |
| Socioeconomic Factor Indicators | — |
| Education | 92.9 |
| Housing | 60.1 |
| Linguistic | 83.8 |
| Poverty | 83.0 |
| Unemployment | 69.1 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |

| | |
|---|---|
| Above Poverty | 18.91441037 |
| Employed | 48.77454125 |
| Median HI | 33.1707943 |
| Education | — |
| Bachelor's or higher | 21.73745669 |
| High school enrollment | 100 |
| Preschool enrollment | 34.98011036 |
| Transportation | — |
| Auto Access | 36.49428975 |
| Active commuting | 47.32452201 |
| Social | — |
| 2-parent households | 24.86847171 |
| Voting | 58.09059412 |
| Neighborhood | — |
| Alcohol availability | 48.68471705 |
| Park access | 56.33260619 |
| Retail density | 30.43757218 |
| Supermarket access | 58.51405107 |
| Tree canopy | 3.798280508 |
| Housing | — |
| Homeownership | 33.00397793 |
| Housing habitability | 24.75298345 |
| Low-inc homeowner severe housing cost burden | 34.38983703 |
| Low-inc renter severe housing cost burden | 51.96971641 |
| Uncrowded housing | 6.108045682 |
| Health Outcomes | — |
| Insured adults | 16.74579751 |
| Arthritis | 64.8 |

| | |
|---|---|
| Asthma ER Admissions | 63.2 |
| High Blood Pressure | 70.1 |
| Cancer (excluding skin) | 80.0 |
| Asthma | 16.4 |
| Coronary Heart Disease | 51.0 |
| Chronic Obstructive Pulmonary Disease | 25.1 |
| Diagnosed Diabetes | 40.6 |
| Life Expectancy at Birth | 58.8 |
| Cognitively Disabled | 72.6 |
| Physically  Disabled | 87.9 |
| Heart Attack ER Admissions | 98.0 |
| Mental Health Not Good | 14.9 |
| Chronic Kidney Disease | 35.4 |
| Obesity | 25.3 |
| Pedestrian Injuries | 72.4 |
| Physical Health Not Good | 20.5 |
| Stroke | 39.4 |
| Health Risk Behaviors | — |
| Binge Drinking | 52.5 |
| Current Smoker | 17.7 |
| No Leisure Time for Physical Activity | 22.0 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |
| Children | 4.8 |
| Elderly | 91.7 |
| English Speaking | 20.3 |
| Foreign-born | 70.8 |

| | |
|---|---|
| Outdoor Workers | 1.5 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 42.5 |
| Traffic Density | 17.7 |
| Traffic Access | 0.0 |
| Other Indices | — |
| Hardship | 90.3 |
| Other Decision Support | — |
| 2016 Voting | 45.5 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 71.0 |
| Healthy Places Index Score for Project Location (b) | 33.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

## 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Land Use | Paved areas modeled as "parking lot" |
| Construction: Construction Phases | Per applicant provided construction schedule. |
| Construction: Off-Road Equipment | Default equipment for AC. All other equipment from applicant provided information. |
| Operations: Energy Use | No natural gas. Project would be supplied electricity by 3CE with 100% renewable energy mix. |
| Operations: Solid Waste | No solid waste per applicant provided information. |
| Operations: Water and Waste Water | - |
| Operations: Vehicle Data | per applicant provided Traffic Study (ATE 2025) |
| Operations: Fleet Mix | Fleet mix adjusted per project Traffic Study (ATE 2025). Total ADT split between autos (LDA) and trucks (HHD). |

# Seaside Box Storage Warehouse Project

## Noise and Vibration Study

*prepared for*

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**June 2025**

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# Table of Contents

1 Project Description and Impact Summary ..... 3
1.1 Introduction ..... 3
1.2 Project Summary ..... 3
1.2.1 Project Location ..... 3
1.2.2 Project Description ..... 3
1.2.3 Previous Environmental Review ..... 6
2 Background ..... 7
2.1 Overview of Sound Measurement ..... 7
2.2 Vibration ..... 8
2.3 Sensitive Receivers ..... 10
2.4 Project Noise Setting ..... 10
2.5 Regulatory Setting ..... 12
3 Impact Analysis ..... 16
3.1 Methodology ..... 16
3.2 Significance Thresholds ..... 17
3.3 Impact Analysis ..... 19
4 Conclusions ..... 25
5 References ..... 26

## Tables

Table 1 Project Square Footage ..... 3
Table 2 Maximum Vibration Levels for Preventing Damage ..... 9
Table 3 Human Response to Steady State Vibration ..... 9
Table 4 Human Response to Transient Vibration ..... 10
Table 5 Project Site Vicinity Sound Level Monitoring Results- Short-Term ..... 10
Table 6 City of Santa Maria Interior and Exterior Noise Standards ..... 13
Table 7 Range of Intensities – Ambient Base Noise Level (dBA $L_{eq}$) ..... 14
Table 8 Vibration Levels Measured during Construction Activities ..... 17
Table 9 Proposed Project Operational Noise Levels ..... 20
Table 10 24-Hour Operational Noise Levels ..... 21
Table 11 Combined Proposed and Existing Operational Noise Levels ..... 21
Table 12 24-Hour Operational Noise Levels ..... 22
Table 13 Vibration Levels at Nearest Building ..... 23

# Figures

Figure 1 Regional Location....4
Figure 2 Project Site Location....5
Figure 3 Noise Measurement Locations....11

# Appendices

Appendix A Project Site Plans
Appendix B Noise Monitoring Data
Appendix C Construction Noise Modeling

# 1 Project Description and Impact Summary

## 1.1 Introduction

This study analyzes the potential noise and vibration impacts of the proposed Seaside Box Storage Warehouse Project (herein referred to as "proposed project" or "project") in Santa Maria, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to Omni Design Incorporated for the City of Santa Maria to use in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project's noise and vibration impacts related to both temporary construction activity and long-term operation of the project.

## 1.2 Project Summary

### 1.2.1 Project Location

The project site encompasses an approximately 6.18-acre undeveloped parcel located at 1475 West La Brea Avenue (Assessor's Parcel Number 117-240-034) in the city of Santa Maria. The site has a General Plan land use designation of GI (General Industrial) and is zoned M2 (General Manufacturing). Adjacent land uses include a railroad yard to the west and a warehouse facility to the east. The Santa Maria Valley Railroad tracks bound the project site to the north, and a single-family residential neighborhood is located south of the project site across West La Brea Avenue. Figure 1 shows the project site's regional location, and Figure 2 shows an aerial view of the project site and surrounding area. Project site plans are included in Appendix A.

### 1.2.2 Project Description

The project would involve construction of a warehouse facility that would be used to store and distribute agricultural boxes. The project is a new warehouse building added to an existing warehouse facility that is located on the eastern side of the project parcel, which can be seen in Figure 2. The existing warehouse and the proposed warehouse square footages are shown in Table 1.

**Table 1 Project Square Footage**

| | Square Footage - Existing | Square Footage - Proposed |
|---|---|---|
| Structures | 40,040 | 31,000 |
| Paved Areas | 67,761 | 50,829 |
| **Total Impervious Area:** | **107,791** | **81,829** |
| Landscaping | 51,219 | 28,569 |
| Open Space | 110,398 | 0 |
| **Total:** | **269,398** | **110,398** |

**Figure 1 Regional Location**

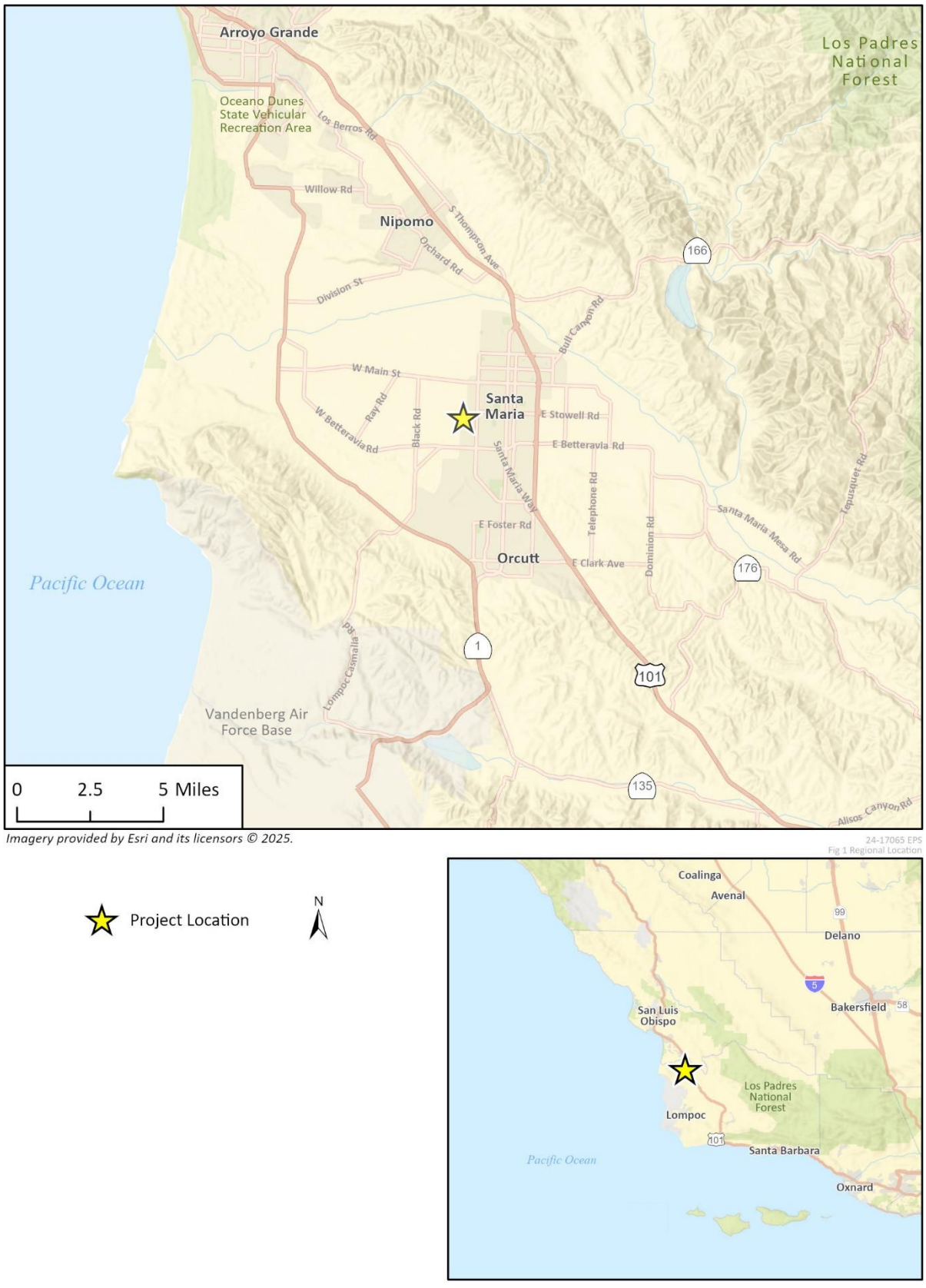

**Figure 2 Project Site Location**

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21-11755 EPS
Fig 2 Project Location

The project would increase the number of employees for the warehouse from six to ten. Estimated daily patronage of the site would increase from 12 daily visitors to 20 visitors. Project activities would involve receiving, storing, and distributing corrugated packaging (e.g., pallets, boxes) to customers from Monday through Saturday between the hours of 6:00 a.m. and 4:00 p.m.

Construction activities are anticipated to occur over the course of 11 months from August 2025 to June 2026. Construction would involve site preparation, grading, building construction, paving, and architectural coating. The project would export 1,200 cubic yards of soil.

### 1.2.3 Previous Environmental Review

The existing warehouse was approved through an Initial Study-Mitigated Negative Declaration (IS-MND) released in December 2021 (SCH#2021120566). The proposed project would be an Addendum to the previous IS-MND. The IS-MND determined the project had less than significant impacts on noise, and no mitigation measures were required.

# 2 Background

## 2.1 Overview of Sound Measurement

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly 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 so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (10.5 times the sound energy) (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013).

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver. Structures can substantially reduce occupants' exposure to noise as well. Modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (Federal Highway Administration [FHWA] 2011).

The impact of noise is not a function of sound level alone. The time of day when noise occurs and the duration of the noise are also important. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level ($L_{eq}$); it considers both duration and sound power level. The $L_{eq}$ is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, $L_{eq}$ is summed over a one-hour period. $L_{max}$ is the highest root mean squared (RMS) sound pressure level within the sampling period, and $L_{min}$ is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels are in the 60 to 65 dBA $L_{eq}$ range; ambient noise levels greater than 65 dBA $L_{eq}$ can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (DNL), 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.). Community noise can also be measured using 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. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 1 dBA. Quiet suburban areas typically have 24-hour noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range. The City of Santa Maria uses CNEL as its unit of measurement for 24-hour noise levels.

## 2.2 Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body is from a low of less than 1 Hz up to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by

vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (ppv) or RMS vibration velocity. The ppv and RMS velocity are normally described in inches per second (in/sec). The ppv is defined as the maximum instantaneous positive or negative peak of a vibration signal (Caltrans 2020). Table 2 summarizes the vibration limits recommended by the American Association of State Highway and Transportation Officials for structural damage to buildings.

**Table 2 Maximum Vibration Levels for Preventing Damage**

| Type of Situation | Vibration Level (in/sec ppv) |
|---|---|
| Historic sites or other critical locations | 0.1 |
| Residential buildings, plastered walls | 0.2–0.3 |
| Residential buildings in good repair with gypsum board walls | 0.4–0.5 |
| Engineered structures, without plaster | 1.0–1.5 |

in/sec = inches per second; ppv = peak particle velocity

Source: Caltrans 2020

In addition to the potential for building damage, the human body responds to vibration signals. However, unlike buildings, which are rigid, it takes some time for the human body to respond to vibration. In a sense, a building responds to the instantaneous movement while the human body responds to average vibration amplitude, which is measured as RMS. The averaging of the particle generally results in the rms conservatively being equivalent to 71 percent of the ppv. Thus, human annoyance usually results in a more restrictive vibration limit than structural damage limits.

Numerous studies have been conducted to characterize the human response to vibration. The general human response to different levels of groundborne vibration velocity levels is described in Table 3 and Table 4.

**Table 3 Human Response to Steady State Vibration**

| Human Response | Vibration Level (in/sec ppv) |
|---|---|
| Very disturbing | 3.6 (at 2 Hz) – 0.4 (at 20 Hz) |
| Disturbing | 0.7 (at 2 Hz) – 0.17 (at 20 Hz) |
| Strongly perceptible | 0.10 |
| Distinctly perceptible | 0.035 |
| Slightly perceptible | 0.012 |

in/sec = inches per second; ppv = peak particle velocity; Hz = Hertz

Source: Caltrans 2020

**Table 4 Human Response to Transient Vibration**

| Human Response | Vibration Level (in/sec ppv) |
|---|---|
| Severe | 2.0 |
| Strongly perceptible | 0.9 |
| Distinctly perceptible | 0.24 |
| Barely perceptible | 0.035 |

Source: Caltrans 2020

## 2.3 Sensitive Receivers

Noise exposure goals for land use types reflect the varying noise sensitivities associated with those uses. According to the City of Santa Maria Noise Element, noise-sensitive land uses include residential uses (single and multi-family dwelling, mobile home parks, dormitories and similar uses); hospitals, nursing homes, convalescent hospitals and other facilities for long-term medical care; and public or private education facilities, libraries and churches (City of Santa Maria 2009). Sensitive receivers in the project site vicinity include single-family residences located approximately 200 feet to the southeast of the project site across West La Brea Avenue.

## 2.4 Project Noise Setting

The most common sources of noise in the project site vicinity are vehicular traffic on West La Brea, truck idling at the loading docks at nearby warehouses, as well as loading and unloading operations at nearby facilities and passing railway traffic along the Santa Maria Valley Railroad.[1] Ambient noise levels are generally highest during daytime and rush hours. Ambient sound levels near the project site were captured for the adjacent warehouse project on Wednesday, August 25, 2021 and are provided below in Table 5. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Figure 3 shows the noise measurement locations. Detailed sound level measurement data are included in Appendix B.

**Table 5 Project Site Vicinity Sound Level Monitoring Results- Short-Term**

| | Measurement Location | Sample Times | Approximate Distance to Primary Noise Source | $L_{eq}$ (dBA) | $L_{min}$ (dBA) | $L_{max}$ (dBA) |
|---|---|---|---|---|---|---|
| NM 1 | Eastern of the project site near existing warehouse development | 9:52 - 10:07 a.m. | Approximately 150 feet from loading docks at adjacent warehouse | 50 | 44 | 62 |
| NM 2 | Near project site adjacent to railroad tracks | 10:16 - 10:31 a.m. | Approximately 15 to 20 feet from the train track | 46 | 42 | 57 |
| NM 3 | Southern side of West La Brea Avenue near single-family residences | 10:39 – 10:54 a.m. | Approximately 40 feet from La Brea Avenue | 63 | 43 | 82 |

Detailed sound level measurement data are included in Appendix B.

[1] According to the City of Santa Maria General Plan (2009), noise levels along the SMVRR are not sufficient to create 60 dB CNEL extending beyond right of way. Therefore, it is not a primary source of noise at the project site and in the vicinity.

**Figure 3 Noise Measurement Locations**

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# 2.5 Regulatory Setting

## State

California Government Code Section 65302 encourages each local government entity to implement a noise element as part of its general plan. In addition, the Office of Planning and Research has developed guidelines for preparing noise elements, which include recommendations for evaluating the compatibility of various land uses as a function of community noise exposure.

## Local

### *Santa Maria General Plan*

The Santa Maria General Plan Noise Element, adopted in November 2009, identifies noise reduction standards to control noise within the community. Listed below are noise-related goals, policies, and objectives that would be applicable to the proposed project:

**Goal N.1** To protect present and future Santa Maria residents and workers from the harmful and annoying effects of exposure to excessive noise levels

- **Policy N.1.a – Overall Noise Control in Santa Maria**
  Protect and enhance the quality of the City's noise environment by controlling noise at its source, along its transmission paths, and at the site of the ultimate receiver.
- **Policy N.1.b – Location of New Noise Generators**
  Regulate the placement and construction of new noise generators, to avoid excessive interior and exterior noise level impacts on adjacent noise sensitive properties; and of new noise receptors (such as housing and schools), to minimize the negative effects of local noise generation.
- **Policy N.1.c – Noise Control with the Required Environmental Planning and Regulatory Process**
  Control harmful or undesirable noise through the environmental planning and regulatory process with emphasis on noise/land use compatibility planning.
- **Policy N.1.d – Explore New Measures to Address Existing and Future Transportation Noise**
  Explore possible strategies to control vehicular noise generation that would reduce noise impacts on existing noise sensitive land used (residential and schools) located within the 60+ dB CNEL contour.
- **Objective N.1.a – Existing Noise Levels**
  To have mobile and stationary sources in compliance with the Santa Maria Noise Element and Noise Ordinance, and state and federal regulation.
- **Objective N.1.b**

  To maintain and reduce noise to acceptable levels throughout the community.
- **Objective N.1.d – New Development Projects**
  All new development projects will meet the acceptable exterior and interior noise level standards specified in Table N-4: "Interior and Exterior Noise Standards" (reproduced herein as Table 6).

**Table 6 City of Santa Maria Interior and Exterior Noise Standards**

| Categories | Uses | Standard (dBA CNEL) Interior | Exterior |
|---|---|---|---|
| Residential | Single Family, Duplex, Multiple Family, Mobile Home | 45 | 60[4] |
| Commercial | Retail, Restaurant, Professional Offices | 55 | 65[1, 2] |
| Industrial | Manufacturing, Utilities, Warehousing, Agriculture | 65 | 70[3] |
| Noise-Sensitive Land Uses | Motel, Hospital, School, Nursing Home, Church, Library, and Other | 45 | 60 |
| Open Space | Passive Outdoor Recreation | – | 65 |

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

Notes:

[1] The Commercial Exterior Noise Standard is a noise level of 65 dB CNEL or less, or which does not interfere with normal business activity.

[2] Where commercial development proposes outside activities such as patio dining, outside play and picnic areas, the noise standards shall not apply to those outdoor areas.

[3] The Industrial Exterior Noise Standard is a noise level of 70 dB CNEL or less or which does not interfere with normal business activity.

[4] Exception to allow elevated noise levels in outdoor living areas. Outdoor living areas such as patios and balconies may be incorporated into multifamily development projects ("Duplex" and "Multi Family", and mixed-use projects which incorporate these uses) in such areas which experience elevated noise levels. These noise levels may not exceed the "Normally Unacceptable" Community Noise Exposure levels (75 dB and above) specified in Figure 2 of the "Noise Element Guidelines" (Appendix C of the California General Plan Guidelines). Furthermore, prospective buyers and future occupants of dwelling shall be provided the following notice:

> This property is presently located in an urban area which periodically and regularly experiences elevated noise level. Potential sources of this noise may be automobile traffic, railroad operations, flying aircraft, industrial/commercial uses and general human activity in an urban environment. You may wish to consider what noise level annoyances, if any, are associated with the property before you complete you purchase and/or rental agreement and determine where they are acceptable to you.

**Goal N.2** Protection of Economic Base

To protect the economic base of the city by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

- **Objective N.2 - Right of Commercial/Industrial uses to Continue Operation and Expansion of Facilities**

  To preserve the rights of existing and future commercial and industrial users to continue operating and to expand their facilities without creating a noise conflict with a noise-sensitive land use.

The following implementation programs under Goal N-1 would also apply to the project:

1. Review all development proposals, both public and private, for consistency with the policies of this Element.
2. In reviewing and approving new subdivisions, general plan amendments, rezones, specific plans, use permits, conditional use permits and planned development permits, the City may require applicants to evaluate potential noise impacts and require appropriate noise control measures. Noise evaluations may include the review and requirement of: site design criteria, additional setbacks, earthen berms, sound walls, and modification of roadway design.
4. Require discretionary development proposals to meet the interior and exterior noise standards specified in Table N-4 (reproduced herein as Table 6).

6. As part of project review, discourage the intrusion of commercial and industrial traffic onto local residential streets through the circulation planning process.
13. Control noise intrusion from stationary outdoor machinery, appliances, and air conditioners through effective site design and with site-specific mitigation measures.
14. As part of the planning process, evaluate stationary noise sources to identify potential noise impacts. Where appropriate, require mitigation of those impacts so they do not exceed the noise level standards specified in Table N-4 (reproduced herein as Table 6).
15. In reviewing development proposals, minimize traffic noise impacts on commercial and office buildings through effective site design and appropriate mitigation measures.
25. Limit the hours of construction activity in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours, and on weekends and holidays.
26. Control noise at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential and noise sensitive land uses.

### *Santa Maria Noise Ordinance*

Chapter 5-5 of the Santa Maria Municipal Code (SMMC) establishes certain policies to control unnecessary, excessive, and annoying noise in the city in the interest of public health and welfare. SMMC Section 5-5.04(a) states that a violation of the Noise Ordinance exists when the noise level exceeds the ambient noise level or the ambient base noise level, whichever is higher, as follows:

- By any amount for 30 minutes for any given hour, measured cumulatively;
- By five dBA for 15 minutes for any given hour;
- By 10 dBA for five minutes for any given hour;
- By 20 dBA at any time.

Table 7 shows the ambient base noise levels for residential, commercial, and industrial zones.

**Table 7 Range of Intensities – Ambient Base Noise Level (dBA $L_{eq}$)**

| Zones | Daytime (7:00 a.m. to 10:00 p.m.) | Nighttime (10:00 p.m. to 7:00 a.m.) |
|---|---|---|
| Residential | 55 | 45 |
| Commercial | 65 | 60 |
| Industrial | 75 | 70 |

dBA = A-weighted decibel; $L_{eq}$ = equivalent sound level
Source: SMMC Section 5-5.05

SMMC Section 5-5.06(e) states that construction noise generated outside the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday or outside the hours of 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays (unless otherwise allowed by permit issued by the Noise Control Officer) is considered nuisance noise.

SMMC Section 5-5.09 requires the acquisition of a construction noise permit from the Noise Control Officer for exterior construction work conducted within a residential zone or within 500 feet of a residential zone only if such activities exceed the noise standards set forth in SMMC Sections 5-5.03 and 5-5.05. The permit would cover short-term or occasional, non-routine operations.

SMMC Section 12-49.09(c) prohibits vibration above the perception threshold of an individual at or beyond the property boundary of the source for more than three minutes in any one hour of the day between the hours of 7:00 a.m. and 10:00 p.m. and for more than 30 seconds in any one hour between the hours of 10:00 p.m. and 7:00 a.m.

# 3 Impact Analysis

## 3.1 Methodology

### Construction Noise

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise-sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment.

For construction noise assessment, construction equipment can be considered to operate in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site).

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. 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, or percent of operational time, of the activity to determine the $L_{eq}$ of the operation (FTA 2018).

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 will have higher continuous noise levels than others, and some may have high-impact noise levels. The maximum hourly $L_{eq}$ of each phase is determined by combining the $L_{eq}$ contributions from each piece of equipment used in that phase (FTA 2018). In typical construction projects, grading activities generate the highest noise levels because grading involves the largest equipment and covers the greatest area.

Project construction is estimated to occur over 11 months. Construction phases would include site preparation, grading, building construction, paving, and architectural coating. The construction equipment analyzed was based on applicant-provided information. It is assumed that diesel engines would power all construction equipment. For assessment purposes, the construction phase with the loudest equipment was modeled to compare to thresholds, which would be the site preparation phase using a backhoe, compactor, two dozers, a grader, and a water truck. RCNM calculations are included in Appendix C.

### On-site Operational Noise

Operation of the proposed project would generate noise primarily from loading and warehouse equipment (including the operation of electric forklifts) and truck deliveries at the project site. To evaluate project impacts related to forklift operation, this analysis utilizes a reference noise level of 91 dBA $L_W$ (sound power level), which equates to 56 $L_{eq}$ at 50 feet assuming a directivity factor of 1. This reference noise level is based on the noise level measured for a small general purpose electric forklift maneuvering, contained in Appendix 18.11 of the Preliminary Environmental Information Report prepared for the proposed Rail Central Development project in Northamptonshire, England (Spectrum Acoustic Consultants 2015). To evaluate project impacts related to truck deliveries, this analysis utilizes a reference noise level of 68 dBA $L_{max}$ at 30 feet from the source (Charles M. Salter 2017). Operational noise from the proposed project was combined with estimated noise from operation of the existing project.

### Groundborne Vibration

The proposed project does not include any substantial vibration sources associated with operation. Thus, construction activities have the greatest potential to generate ground borne vibration affecting nearby receivers, especially during site preparation, grading of the project site. The greatest vibratory sources during construction would be dozers and loaded trucks. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020; FTA 2018).

A quantitative assessment of potential vibration impacts from construction activities, such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation, may be conducted using the equations developed by Caltrans and the FTA (Caltrans 2020; FTA 2018). Table 8 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

**Table 8 Vibration Levels Measured during Construction Activities**

| Equipment | Vibration Level at 25 feet (in/sec ppv) |
|---|---|
| Large Dozer | 0.089 |
| Excavator | 0.076 |

Source: FTA 2018

## 3.2 Significance Thresholds

To determine whether a project would have a significant noise impact, Appendix G of the CEQA Guidelines requires consideration of whether a project would result in:

1. A substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Generation of excessive groundborne vibration or groundborne noise levels; or
3. 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, exposure of people residing or working in the project area to excessive noise levels.

## Construction Noise

Although the SMMC has established hours of construction in Section 5-5.06(e) and requirements for the acquisition of construction noise permits in Section 5-5.09, the City of Santa Maria has not adopted a quantitative threshold for evaluating construction noise impacts. Therefore, this analysis relies on the reasonable criteria provided by the FTA for assessing construction noise impacts based on the potential for adverse community reaction in its *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA $L_{eq}$ for an 8-hour period.

## On-site Operational Noise

The City has adopted noise standards in the Santa Maria General Plan Noise Element and the SMMC that regulate operational noise sources in the City. The proposed project would result in a significant impact if it generates noise from on-site sources in excess of the standards included in the Santa Maria General Plan and SMMC, as shown in Table 6 and Table 7 in Section 2.5, *Regulatory Setting*.

## Off-site Traffic Noise

Off-site project noise (i.e., roadway noise) would result in a significant impact if the project would cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA, which would be a perceptible increase in traffic noise.

## Construction Vibration

SMMC Section 5.15.050 prohibits vibration above the perception threshold of an individual at or beyond the property boundary of the source but does not provide a numeric threshold. Therefore, the quantitative thresholds provided by Caltrans, as summarized in Section 2.2, *Vibration*, are utilized in this analysis to determine whether vibration levels would exceed the perception threshold of an individual. Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures from continuous and intermittent sources. For purposes of assessing impacts to humans, vibrations would potentially be significant if vibration levels exceeded the distinctly perceptible vibration levels of 0.035 in/sec ppv from project operation or 0.24 in/sec ppv from project construction in occupied off-site structures. For purposes of assessing impacts associated with structural damage regardless of occupancy, vibrations would be potentially significant if vibration levels exceed 1.5 in/sec ppv (the vibration level at which minor cosmetic [i.e., non-structural] damage may occur in engineered structures) at the nearest structure, which is existing industrial building located approximately 100 feet to the east of the project site boundary.

# 3.3 Impact Analysis

| |
|---|
| **Threshold 1** Would the proposed project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? |

**Impact N-1 CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD NOT GENERATE A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

## Construction Noise

The nearest sensitive receivers to the project site include single-family residences located to the south of the project site across West La Brea Avenue. Construction equipment would be continuously moving across the site, coming near and then moving further away from individual sensitive receivers. Therefore, construction noise was measured from the approximate center of the project site to the nearest residences to the south, which is a distance of 250 feet. Noise levels during the loudest phase of construction activities (i.e., grading) would be approximately 71 dBA $L_{eq(8\text{-}hour)}$ at the nearest single-family residence to the south (see Appendix B for RCNM results). Therefore, noise levels during the loudest phase of construction would not exceed the FTA daytime residential construction noise limit of 80 dBA $L_{eq(8\text{-}hour)}$ for residential land uses, and impacts would be less than significant, similar to the findings of the IS-MND.

## On-site Operational Noise

### *Proposed Project*

The proposed project would include on-site operational noise sources such as truck deliveries and loading and warehouse equipment including forklifts. Each of these on-site noise sources is discussed below.

The project would include the operation of electric forklifts to move deliveries to and from trucks. Most of the forklift activity would occur indoors, and the building structure would attenuate noise levels at nearby properties. However, conservatively assuming that four forklifts would be in operation and that all forklift activity occurs outdoors, operation of the four forklifts would generate a noise level of approximately 62 dBA $L_{eq}$ at 50 feet. Assuming a standard distance attenuation of 6 dBA per doubling of distance, forklift noise levels would be approximately 56 dBA $L_{eq}$ at the industrial properties to the east and to the west, 52 dBA $L_{eq}$ at the industrial property to the north, and 41 dBA $L_{eq}$ at the nearest residence to the south across West La Brea Avenue. Estimated noise levels include a 5-dBA noise level reduction at residences to the south that would be provided by the existing wall located along the northern property line of the residential subdivision because these barriers would shield the forklift noise from these receiving properties (FHWA 2011).

The proposed project would require daily truck deliveries, which would generate noise from idling, loading and unloading activities, and back-up alarms. The project site is located in an urbanized area and is adjacent to existing industrial uses and a railroad. Therefore, loading and truck deliveries are already a common occurrence in the project vicinity. As discussed in Section 3.1, *Methodology*, delivery trucks are assumed to generate a noise level of 68 dBA $L_{max}$ at 30 feet from the source (Charles M. Salter 2017). Assuming a standard distance attenuation of 6 dBA per doubling of distance and using the conservative assumption that maximum instantaneous noise levels ($L_{max}$)

would be equivalent to average hourly noise levels ($L_{eq}$), delivery truck noise levels would be approximately 58 dBA $L_{eq}$ at the industrial properties to the east and west, 54 dBA $L_{eq}$ at the industrial property to the north, and 43 dBA $L_{eq}$ at the nearest residence to the south across West La Brea Avenue, as measured from the center of the proposed loading/unloading area. Similar to the noise analysis in the IS-MND, estimated noise levels include the 5-dBA noise level reduction at residences to the south from the existing wall at the residences and a 5-dBA noise level reduction at that would be provided by the proposed building structure on site, as the building would block the line of sight between most activities on the nearby receivers to the south and west.

The combined noise levels from forklifts and truck deliveries at the nearest receiving properties are summarized in Table 9 and compared to both the City's hourly daytime and nighttime noise level thresholds because the project's hours of operation would occur during daytime hours from 7:00 a.m. to 4:00 p.m. as well as during nighttime hours from 6:00 a.m. to 7:00 a.m. As shown therein, noise levels would not exceed the daytime or nighttime hourly exterior noise level limits established by SMMC Section 5-5.04 and 5-5.05 for residential and industrial land uses at the nearest receiving properties. Therefore, impacts would be less than significant, similar to the findings of the IS-MND.

**Table 9 Proposed Project Operational Noise Levels**

| Receiving Property | Forklifts (dBA $L_{eq}$) | Truck Loading/ Unloading (dBA $L_{eq}$) | Combined Hourly Noise Level (dBA $L_{eq}$) | Daytime Hourly Noise Level Threshold (dBA $L_{eq}$)[1] | Threshold Exceeded? | Nighttime Hourly Noise Level Threshold (dBA $L_{eq}$)[1] | Threshold Exceeded? |
|---|---|---|---|---|---|---|---|
| Industrial Property to the East | 51 | 55 | 56 | 75 | No | 70 | No |
| Industrial Property to the North | 52 | 54 | 56 | 75 | No | 70 | No |
| Industrial Property to the West | 56 | 58 | 60 | 75 | No | 70 | No |
| Residences along West Durham Way, South of West La Brea Avenue | 36 | 38 | 40 | 55 | No | 45 | No |

dBA = A-weighted decibel; $L_{eq}$ = average noise level equivalent

Note: The noise levels reported in the table account for the noise level reductions provided by the proposed warehouse building structure on site and the existing wall located along the northern property line of the residential subdivision located to the south of West La Brea Avenue, which would shield nearby receiving properties from some or all of the on-site operational noise sources.

Table 10 summarizes 24-hour operational noise levels associated with the project, assuming project operation would occur from 6:00 a.m. to 4:00 p.m., and compares noise levels to the 24-hour exterior noise standards contained in Table N-4 of the Santa Maria General Plan Noise Element. As shown therein, the combined exterior 24-hour operational noise levels would not exceed the 24-hour exterior noise level thresholds at the nearest receiving properties. Therefore, operational noise impacts would be less than significant, similar to the findings of the IS-MND.

**Table 10 24-Hour Operational Noise Levels**

| Receiving Property | Combined Exterior 24-Hour Noise Level (CNEL) | 24-Hour Exterior Noise Level Threshold (CNEL)[1] | Threshold Exceeded? |
|---|---|---|---|
| Industrial Property to the East | 55 | 70 | No |
| Industrial Property to the North | 55 | 70 | No |
| Industrial Property to the West | 59 | 70 | No |
| Residences Along West Durham way, South of West La Brea Avenue | 36 | 60 | No |

CNEL = Community Noise Equivalent Level

[1] Source: Table N-4 of the Santa Maria General Plan Noise Element (see Table 6 in Section 2.5, *Regulatory Setting*)

### *Combined Operational Noise with Existing Warehouse*

The proposed project's combined noise levels (forklifts and loading docks), combined with the combined noise levels from the existing project (forklifts, loading docks, and mechanical equipment, as detailed in the 2021 IS-MND), are shown in Table 11. As shown therein, noise levels would not exceed the daytime or nighttime hourly exterior noise level limits established by SMMC Section 5-5.04 and 5-5.05 for residential and industrial land uses at the nearest receiving properties from operation of the new warehouse with the existing warehouse. Therefore, impacts would be less than significant.

**Table 11 Combined Proposed and Existing Operational Noise Levels**

| Receiving Property | Proposed Project Combined Hourly Noise Level (dBA $L_{eq}$) | Existing Project Combined Hourly Noise Level (dBA $L_{eq}$) | Proposed + Existing Combined Hourly Noise Level (dBA $L_{eq}$) | Daytime Hourly Noise Level Threshold (dBA $L_{eq}$)[1] | Threshold Exceeded? | Nighttime Hourly Noise Level Threshold (dBA $L_{eq}$)[1] | Threshold Exceeded? |
|---|---|---|---|---|---|---|---|
| Industrial Property to the East | 60 | 64 | 65 | 75 | No | 70 | No |
| Industrial Property to the North | 56 | 50 | 57 | 75 | No | 70 | No |
| Industrial Property to the West | 60 | 41 | 60 | 75 | No | 70 | No |
| Residences along West Durham Way, South of West La Brea Avenue | 40 | 43 | 45 | 55 | No | 45 | No |

dBA = A-weighted decibel; $L_{eq}$ = average noise level equivalent

Note: The noise levels reported in the table account for the noise level reductions provided by the proposed warehouse building structure on site and the existing wall located along the northern property line of the residential subdivision located to the south of West La Brea Avenue, which would shield nearby receiving properties from some or all of the on-site operational noise sources.

Table 12 summarizes 24-hour operational noise levels associated with the proposed project combined with the existing project, assuming project operation would occur from 6:00 a.m. to 4:00 p.m., and compares noise levels to the 24-hour exterior noise standards contained in Table N-4 of the Santa Maria General Plan Noise Element. As shown therein, the combined exterior 24-hour operational noise levels would not exceed the 24-hour exterior noise level thresholds at the nearest receiving properties from the combined noise from the proposed and existing projects. Therefore, operational noise impacts would be less than significant.

**Table 12 24-Hour Operational Noise Levels**

| Receiving Property | Proposed Project Combined Exterior 24-Hour Noise Level (CNEL) | Existing Project Combined Exterior 24-Hour Noise Level (CNEL) | Proposed + Existing Combined Exterior 24-Hour Noise Level (CNEL) | 24-Hour Exterior Noise Level Threshold (CNEL)[1] | Threshold Exceeded? |
|---|---|---|---|---|---|
| Industrial Property to the East | 55 | 63 | 64 | 70 | No |
| Industrial Property to the North | 55 | 49 | 56 | 70 | No |
| Industrial Property to the West | 59 | 36 | 59 | 70 | No |
| Residences Along West Durham way, South of West La Brea Avenue | 36 | 38 | 40 | 60 | No |

CNEL = Community Noise Equivalent Level

[1] Source: Table N-4 of the Santa Maria General Plan Noise Element (see Table 6 in Section 2.5, *Regulatory Setting*)

## Off-Site Traffic Noise

The project would generate new vehicle trips that would increase noise levels on nearby roadways. These trips would mainly occur primarily on East Foster Road. A traffic count conducted by the City of Santa Maria in 2018 estimated average daily trips (ADT) for roadways in the City of Santa Maria and community of Orcutt. The City conducted a traffic count on La Brea Avenue and measured 1,910 ADT.

According to the project-specific Traffic and VMT Analysis prepared by Associated Transportation Engineers (2025), the project, which includes the proposed project and the existing warehouse, would result in 121 ADT. This additional traffic to La Brea Avenue would increase noise levels by approximately 0.3 dBA. The increase would not exceed the 3 dBA criterion for off-site noise impacts. Impacts would be less than significant, similar to the findings of the IS-MND.

**Threshold 2** Would the proposed project generate excessive groundborne vibration or groundborne noise levels?

**Impact N-2 CONSTRUCTION OF THE PROPOSED PROJECT WOULD EXPOSE NEARBY SENSITIVE RECEIVERS TO A TEMPORARY INCREASE IN VIBRATION. HOWEVER, VIBRATION LEVELS WOULD NOT EXCEED THE HUMAN ANNOYANCE OR STRUCTURAL DAMAGE THRESHOLDS. IN ADDITION, THE PROJECT WOULD NOT INCLUDE SIGNIFICANT STATIONARY SOURCES OF VIBRATION DURING OPERATION. THEREFORE, THE PROPOSED PROJECT WOULD HAVE A LESS THAN SIGNIFICANT VIBRATION IMPACT.**

Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the proposed project would utilize loaded trucks, front-end loader, and excavators. Vibration impacts are assessed from the edge of construction activity. Therefore, the use of a large bulldozer was assumed to occur at a distance of 100 feet from the nearest structure, which is the existing industrial building to the east. Vibration levels were also analyzed at the nearest residential structure to the south at a distance of 200 feet. As shown in Table 13, groundborne vibration from construction equipment would not exceed the applicable vibration thresholds. Impacts would be less than significant, similar to the findings of the IS-MND.

### Table 13 Vibration Levels at Nearest Building

| Equipment | Estimated Vibration Levels (in/sec ppv) |
|---|---|
| Large Bulldozer[1] at Industrial Building | 0.02 |
| Large Bulldozer[2] at Residential Building | 0.01 |
| Threshold for Human Annoyance | 0.24 |
| **Threshold Exceeded?** | **No** |
| Threshold for Structural Damage (Industrial) | 1.5 |
| Threshold for Structural Damage (Residential) | 0.2 |
| **Threshold Exceeded?** | **No** |

[1] Measured at a distance of 100 feet (i.e., the distance from the project site boundary to the nearest industrial structure to the east).

[2] Measured at a distance of 200 feet (i.e., the distance from the project site boundary to the nearest residential structure to the south).

The proposed project would not include significant stationary sources of vibration, such as heavy vibration-generating equipment operations. Therefore, no operational vibration impact would occur.

| |
|---|
| **Threshold 3** 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 proposed project expose people residing or working in the project area to excessive noise levels? |

### Impact N-3 THE PROJECT WOULD BE LOCATED OUTSIDE THE AIRPORT INFLUENCE AREA FOR THE SANTA MARIA PUBLIC. THEREFORE, THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS. NO IMPACT WOULD OCCUR.

The airport closest to the project site is the Santa Maria Public Airport located approximately four miles south of the project site. The project site is not located in an Airport Influence Area for this airport (Santa Barbara County Airport Land Use Commission 1993). In addition, the project site is not near a private airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels, and no impact would occur, similar to the findings of the IS-MND.

# 4 Conclusions

The project would generate both temporary construction-related noise and long-term noise associated with operation of the project. Construction noise levels at the nearest sensitive receivers (i.e., residences to the south across West La Brea Avenue) would not exceed the FTA construction noise threshold for residential properties, and construction-related noise impacts would be less than significant. Combined operational activities on the project site would generate noise levels that would not exceed the City's hourly daytime and nighttime noise level standards and 24-hour noise level standards at receiving residential and industrial properties. Therefore, operational noise impacts would be less than significant.

Project-generated traffic would generate an increase of up to approximately 0.3 dBA at adjacent roadways. This is below the threshold of 3 dBA; therefore, the off-site traffic noise increase would be less than significant.

The project would generate groundborne vibration during construction. Groundborne vibration would not exceed the applicable vibration thresholds for human annoyance and structural damage at the nearest buildings, and construction-related vibration impacts would be less than significant. The project would not include operational sources of vibration, and no operational vibration impact would occur.

The project site is outside the noise contours for the Santa Maria Municipal Airport. Therefore, no substantial noise exposure would occur to construction workers or future employees of the project from aircraft noise.

All impacts would be similar to the findings of the IS-MND.

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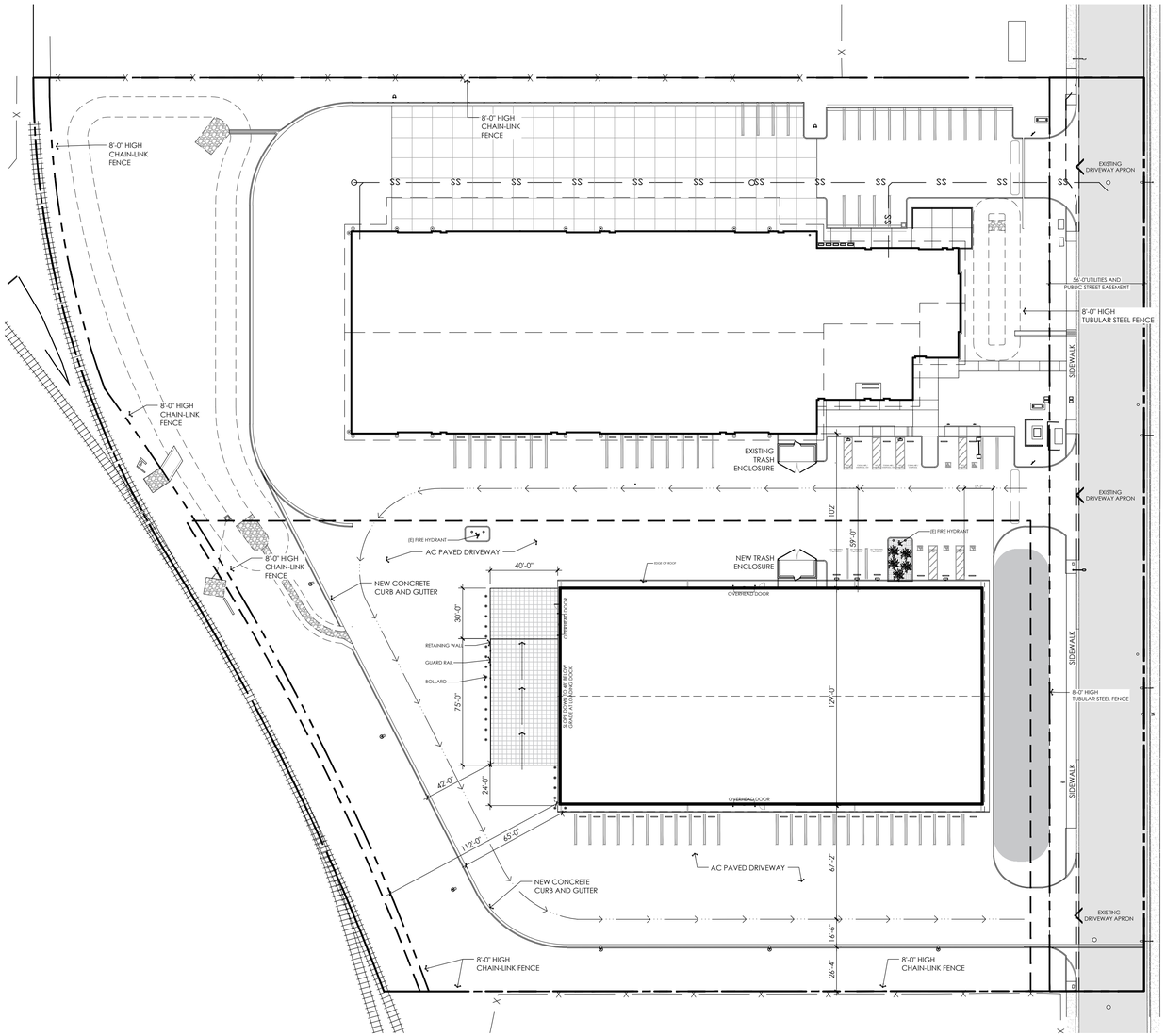
# Appendix A

Project Site Plans

# SEASIDE PACKAGING WAREHOUSE PHASE II

## 1300 WEST LA BREA AVENUE, SANTA MARIA, CALIFORNIA 93458




## PROPOSED SITE PLAN

SCALE: 1" = 40'-0"

PROJECT NORTH

| | |
|---|---|
| OWNER | SEASIDE PACKAGING<br>BILLY OWCZARSKI<br>2115 SINTON ROAD<br>SANTA MARIA, CALIFORNIA 93458<br>billy@seasidepackaging.com<br>805.483.4240 |
| ARCHITECT | OMNI DESIGN, INC.,<br>SHANE MAPLES, ARCHITECT #C37563<br>1326 CHORRO STREET<br>SAN LUIS OBISPO, CALIFORNIA 93401<br>805.235.1042<br>smaples@omnidesign.us |
| CIVIL ENGINEER | OMNI DESIGN, INC.<br>DAVID MARCHELL, CIVIL ENGINEER #65215<br>1326 CHORRO STREET<br>SAN LUIS OBISPO, CALIFORNIA 93401<br>805.544.9700<br>dmarchell@omnidesign.us |
| LANDSCAPE ARCHITECT | TERRY LEE, LANDSCAPE ARCHITECT<br>RLA 4108<br>319 NORTH HIGHWAY 1, SPACE 54<br>GROVER BEACH, CALIFORNIA 93433<br>805.459.0794<br>terryleeasla@gmail.com |

## PROJECT TEAM

54

**LAND USE DATA**

| | |
|---|---|
| ADDRESS | 1300 LA BREA AVENUE<br>SANTA MARIA, CALIFORNIA 93456 |
| ASSESSORS PARCEL NUMBER | 117-240-034 |
| PARCEL SIZE | 6.18 ACRES (+/- 269,401 SQUARE FEET)<br>PROJECT AREA: 2.53 ACRES (+/- 110,400 SQUARE FEET) |
| GENERAL PLAN DESIGNATION | GI GENERAL INDUSTRIAL |
| ZONING | M2 GENERAL MANUFACTURING |
| PRESENT USE | AGRICULTURAL BOX WAREHOUSE AND DISTRIBUTION FACILITY |
| SURROUNDING USES | |
| NORTH | SANTA MARIA VALLEY RAILROAD |
| SOUTH | SMALL LOT, SINGLE FAMILY RESIDENTIAL |
| EAST | OLD DOMINION DISTRIBUTION FACILITY<br>M2 - GENERAL MANUFACTURING |
| WEST | EXISTING DRAINAGE/FLOOD CONTROL BASIN |

**PROPOSED BUILDING DATA**

| | |
|---|---|
| BUILDING HEIGHT | ~~37'-3"~~ |
| BUILDING AREA | 32,500 SQUARE FEET (SINGLE STORY) |
| CONSTRUCTION TYPE | V-B, SPRINKLERED |
| OCCUPANCY GROUP | S-1 STORAGE |
| HIGH PILE STORAGE | YES |

**EXISTING BUILDING DATA** (EXISTING BUILDING TO REMAIN, NOT A PART, REFERENCE ONLY)

| | | |
|---|---|---|
| BUILDING HEIGHT | 37'-3" | |
| BUILDING AREA | FIRST FLOOR | 40,040 SQUARE FEET |
| | SECOND FLOOR | 1,221 SQUARE FEET |
| | TOTAL AREA | 41,261 SQUARE FEET |
| CONSTRUCTION TYPE | V-B, SPRINKLERED | |
| OCCUPANCY GROUP | S-1 STORAGE<br>B BUSINESS | |
| HIGH PILE STORAGE | YES | |

**SITE AREAS**

| | |
|---|---|
| TOTAL SITE AREA | 269,408 SQUARE FEET (100%) |
| EXISTING BUILDING FOOTPRINT | 41,261 SQUARE FEET (15%) |
| PROPOSED BUILDING FOOTPRINT | 32,500 SQUARE FEET (12%) |
| TOTAL PAVING AND IMPERVIOUS AREA<br>EXISTING (67,751 SQUARE FEET)<br>PROPOSED (85,258 SQUARE FEET) | 153,009 SQUARE FEET (57%) |
| TOTAL LANDSCAPING/PERVIOUS AREA | 76,359 SQUARE FEET (28%) |
| SETBACKS | FRONT (SOUTH) 42'-8"<br>SIDE (WEST) 110'-0"<br>REAR (NORTH) 112'-0"<br>SIDE (EAST) 91'-0" (EXISTING BUILDING) |
| PARKING | CITY OF SANTA MARIA ZONING ORDINANCE SECTION 12-32.03<br>• 1 SPACE REQUIRED PER 1,040 SQUARE FEET GROSS<br>• 2 ACCESSIBLE SPACES FROM 26-50 SPACES |

| | REQUIRED | PROVIDED |
|---|---|---|
| STANDARD SPACES | 30 | 30 |
| ACCESSIBLE SPACE | 1 | 1 |
| VAN ACCESSIBLE SPACE | 1 | 1 |
| CLEAN AIR / VAN POOL / EV SPACES | 2 | 2 |
| CLEAN AIR / VAN POOL SPACE | 1 | 1 |

## PROJECT DATA

24

## VICINITY MAP

SCALE: NOT TO SCALE

11

- PROPOSED **31,535 SQUARE FOOT WAREHOUSE BUILDING WITH ASSOCIATED PAVING, PARKING, AND LANDSCAPE.** THIS IS A PROPOSED SECOND WAREHOUSE ON A 6.18 ACRE SITE WITH AN EXISTING 41,261 SQUARE FOOT WAREHOUSE. THESE WAREHOUSES ARE USED FOR AGRICULTURAL BOX COLLECTION AND DISTRIBUTION. SITE UTILITIES AND LIGHTING WILL BE EXTENDED TO THE NEW BUILDING, AND BIOSWALES AND STORMWATER BASINS WILL BE INCLUDED.
- **PREVIOUS SUBMITTALS AND APPROVALS:**
  - CONDITIONAL USE PERMIT U2021-0002
  - GRADING PERMIT B22-1705
  - BUILDING PERMIT B22-2081
- **TRIP GENERATION**: THIS REVISION DOES NOT PROPOSE TO INCREASE THE NUMBER OF TRUCKS BEYOND THE TRUCKS ADDRESSED IN THE TRAFFIC STUDY.

## PROJECT SCOPE

12

APPLICABLE CODES, RULES, AND REGULATIONS:

ALL CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ADOPTED BUILDING CODES AND THE REGULATIONS AND CODES OF THE **CITY OF SANTA MARIA.**

CURRENT APPLICABLE CODES INCLUDE THE FOLLOWING:

THE 2022 CALIFORNIA BUILDING CODE – TITLE 24 AS ADOPTED BY THE CALIFORNIA BUILDING STANDARDS COMMISSION.

- PART 1 BUILDING STANDARDS ADMINISTRATIVE CODE
- PART 2 CALIFORNIA BUILDING CODE
- PART 3 CALIFORNIA ELECTRICAL CODE
- PART 4 CALIFORNIA MECHANICAL CODE
- PART 5 CALIFORNIA PLUMBING CODE
- PART 6 CALIFORNIA ENERGY CODE
- PART 9 CALIFORNIA FIRE CODE
- PART 11 CALIFORNIA GREEN BUILDING STANDARDS CODE
- PART 12 CALIFORNIA REFERENCE STANDARDS CODE

CALIFORNIA STATE ENERGY CONSERVATION STANDARDS (TITLE 24)
THE CALIFORNIA ADMINISTRATIVE CODE, TITLE 19 (INDUSTRIAL RELATIONS, PUBLIC SAFETY)
THE CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ACT
THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, LATEST EDITION
REQUIREMENTS OF THE REGIONAL WATER QUALITY BOARD
AIR QUALITY MANAGEMENT DISTRICT REGULATIONS
AMERICANS WITH DISABILITIES ACT (ADA), TITLE II, ADAAG (APPENDIX A OF 28CFR PART 36)
ASHRAE INDOOR AIR QUALITY STANDARD 62-2004.

## APPLICABLE CODES

13


G1.0 COVER SHEET AND PROPOSED SITE PLAN

C4.1 GRADING AND DRAINAGE PLAN
C9.1 CIVIL CONSTRUCTION DETAILS
SW2.1 STORMWATER CONTROL PLAN (REVISED)

L1.0 PRELIMINARY LANDSCAPE PLAN


## SHEET INDEX

14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ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401


SEASIDE PACKAGING INC.

Project:
PACKAGING WAREHOUSE II
1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

## SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA


All designs and other information on these drawings are for use on this specific project and shall not be used otherwise without the expressed written permission of Omni Design Incorporated.

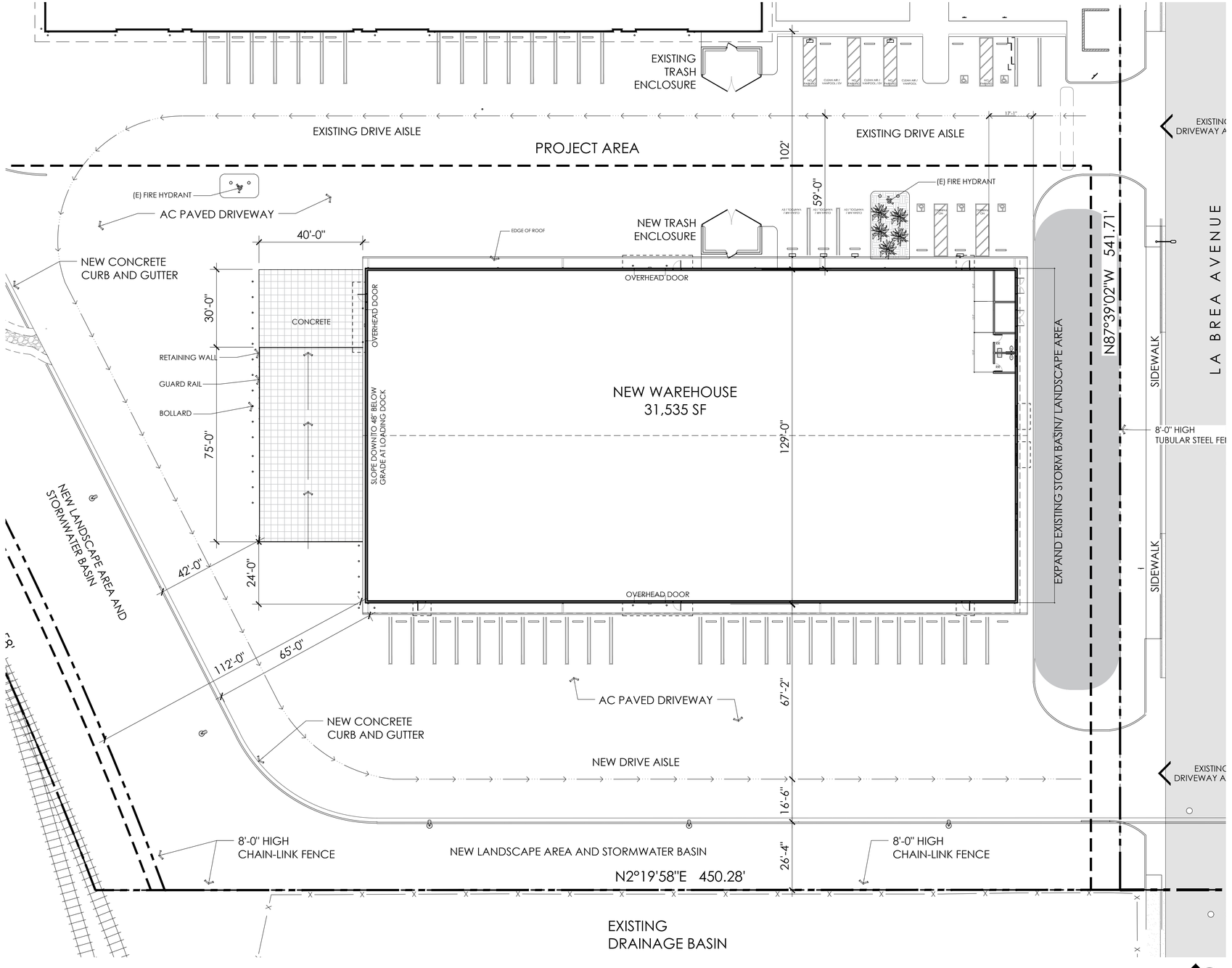
Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on this job and this office shall be notified in writing of any variations from the dimensions or conditions shown in these drawings.


PROJECT NUMBER: 1255-02

DATE:10.03.2024

SHEET TITLE:
COVER SHEET AND PROPOSED SITE PLAN

SHEET NUMBER:
G1.0




PROPOSED SITE PLAN

SCALE: 1" = 20'-0"

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1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

SEASIDE PACKAGING INC.

Project:

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1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE:10.03.2024

SHEET TITLE:

PARTIAL SITE PLAN

SHEET NUMBER:

A1.1

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1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

SEASIDE PACKAGING INC.

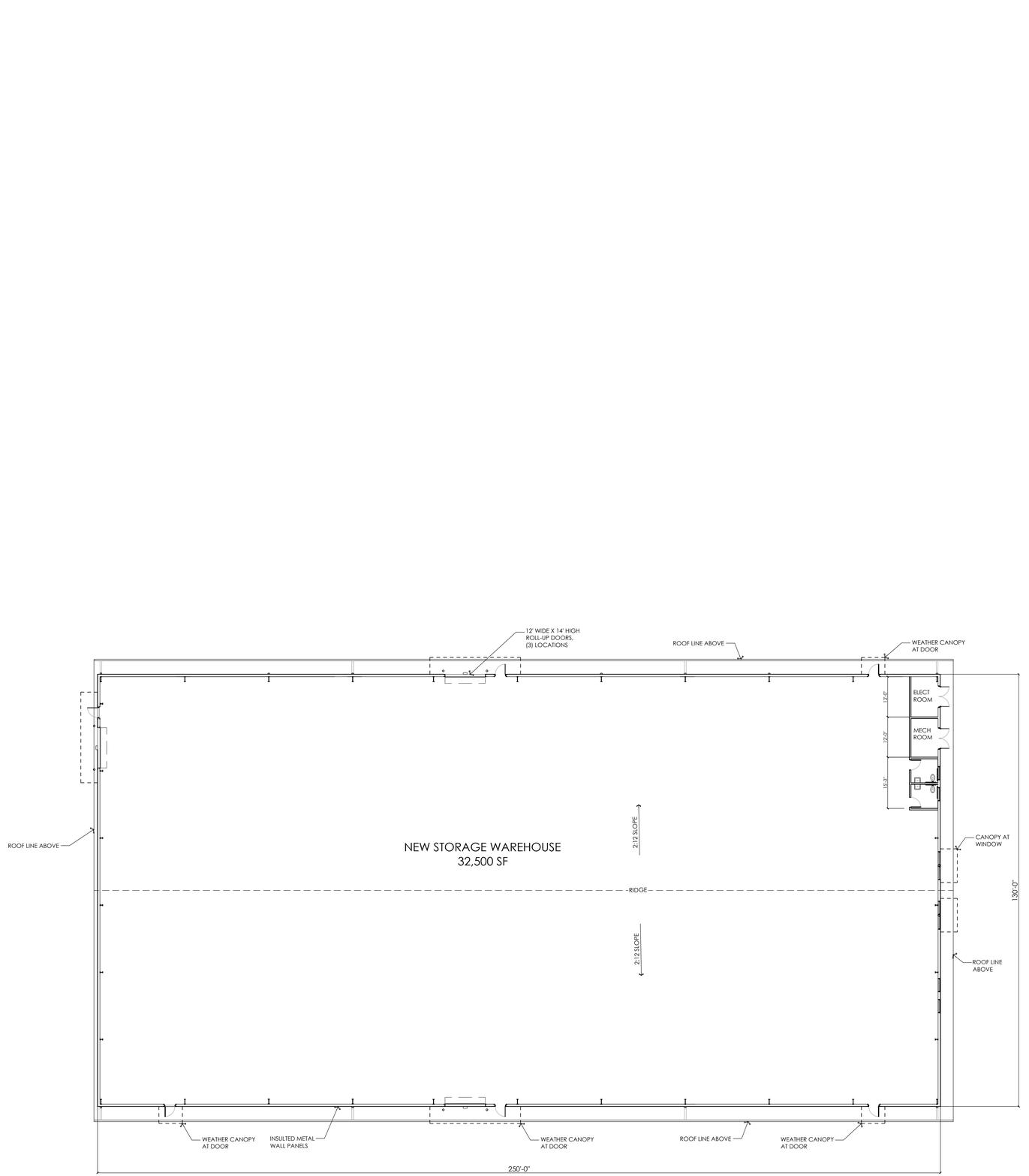
Project:

PACKAGING WAREHOUSE II

1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458




## Proposed Floor Plan
Scale: 1/16" = 1'-0"

NORTH

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE:10.03.2024

SHEET TITLE:

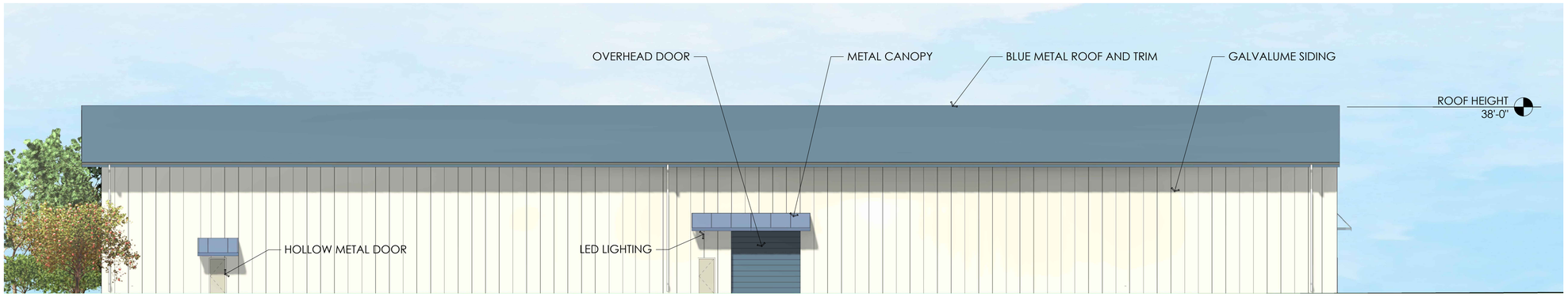
COVER SHEET
AND PROPOSED
SITE PLAN

SHEET NUMBER:

A2.1

North Elevation
Scale: 3/32" = 1"-0"

South Elevation
Scale: 3/32" = 1"-0"




East Elevation
Scale: 3/32" = 1"-0"

West Elevation
Scale: 3/32" = 1"-0"

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Client:
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2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE:10.03.2024

SHEET TITLE:
Exterior Elevations

SHEET NUMBER:
A3.1

# Appendix B

Noise Monitoring Data

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

# Ambient Noise Survey Data Sheet

**Instructions:** Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A", and response time should typically be set to "slow." For additional information, please review the *Noise Measurement Protocols* in the case or on Jive.

**Project Name:** 1300 La Brea **Job Number:** 21-11755

**Date:** 8/25/21 **Operator Name:** megan knight

(1)

## Measurement #1

**Location:** Back Fence - load Area **Begin time:** 9:53 **Finish time:** 10:08

**Measurement No.:** 1 **Wind (mph):** ~3 **Direction:** East

**Cloud Cover Class:** (Overcast (>80%)) Light (20-80%) Sunny (<20%)

**Calibration (dB):** Start: 92.8 End: 92.8

**Primary Noise Sources:** Truck load area **Distance:** ~150'

**Secondary Noise Sources:** Machinery, distant industrial echo

**Notes:** See back.

**Traffic Count:** Passenger Cars: _____

Medium Trucks (2 axles, 6 tires): _____ Heavy Trucks (3+ axles): _____

**Instantaneous Noise Sources/Levels** (e.g., airplane, bus airbrake, etc.): See back.

$L_{eq}$: 54.9 **SEL:** 84.4 $L_{max}$: 70.9 $L_{min}$: 43.9 **PK:** 98.1

**L(05):** 60.2 **L(10):** 58.6 **L(50):** 48.3 **L(90):** 45.9 **L(95):** 45.2

**Response:** (Slow) Fast Peak Impulse

## Measurement #2

**Location:** _____ **Begin time:** _____ **Finish time:** _____

**Measurement No.:** _____ **Wind (mph):** _____ **Direction:** _____

**Cloud Cover Class:** Overcast (>80%) Light (20-80%) Sunny (<20%)

**Calibration (dB):** Start: _____ End: _____

**Primary Noise Sources:** _____ **Distance:** _____

**Secondary Noise Sources:** _____

**Notes:** _____

**Traffic Count:** Passenger Cars: _____

Medium Trucks (2 axles, 6 tires): _____ Heavy Trucks (3+ axles): _____

**Instantaneous Noise Sources/Levels** (e.g., airplane, bus airbrake, etc.): _____

$L_{eq}$: _____ **SEL:** _____ $L_{max}$: _____ $L_{min}$: _____ **PK:** _____

**L(05):** _____ **L(10):** _____ **L(50):** _____ **L(90):** _____ **L(95):** _____

**Response:** Slow Fast Peak Impulse

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

# Ambient Noise Survey Data Sheet

**Instructions:** Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A", and response time should typically be set to "slow." For additional information, please review the *Noise Measurement Protocols* in the case or on Jive.

(2)

**Project Name:** 1300 La Brea **Job Number:** 21-11755

**Date:** 8/25/21 **Operator Name:** M. Knight

## Measurement #1

**Location:** Train Track **Begin time:** 10:17am **Finish time:** 10:32am

**Measurement No.:** 2 **Wind (mph):** 3 mph **Direction:** NW

**Cloud Cover Class:** Overcast (>80%) Light (20-80%) Sunny (<20%)

**Calibration (dB):** Start: 92.8 End: 92.8

**Primary Noise Sources:** Loading docks → grinding noises **Distance:** 75-100'

**Secondary Noise Sources:** Echo from roadway

**Notes:** Not noise related but something smells ↓
Lots of track-side litter. Some bushes are dug out underneath/used for shelter (transient)

**Traffic Count:** Passenger Cars:

Medium Trucks (2 axles, 6 tires): Heavy Trucks (3+ axles):

**Instantaneous Noise Sources/Levels** (e.g., airplane, bus airbrake, etc.): Drill,

| $L_{eq}$: | 45.6 | SEL: | 75.1 | $L_{max}$: | 57.3 | $L_{min}$: | 42.2 | PK: | 90.3 |
|---|---|---|---|---|---|---|---|---|---|
| L(05): | 48.4 | L(10): | 47.3 | L(50): | 44.8 | L(90): | 43.0 | L(95): | 42.7 |

**Response:** Slow Fast Peak Impulse

## Measurement #2

(3)

**Location:** La Brea Ave. **Begin time:** 10:40am **Finish time:** 10:55am

**Measurement No.:** 3 **Wind (mph):** 0-1 mph **Direction:** North

**Cloud Cover Class:** Overcast (>80%) Light (20-80%) Sunny (<20%)

**Calibration (dB):** Start: " End: "

**Primary Noise Sources:** Road noise **Distance:** 10' off street

**Secondary Noise Sources:**

**Notes:** 10:46 car parked nearby started up + left

**Traffic Count:** Passenger Cars: 15

Medium Trucks (2 axles, 6 tires): 3 Heavy Trucks (3+ axles): 2

**Instantaneous Noise Sources/Levels** (e.g., airplane, bus airbrake, etc.):

| $L_{eq}$: | 63.1 | SEL: | 92.6 | $L_{max}$: | 82.4 | $L_{min}$: | 43.4 | PK: | 94.1 |
|---|---|---|---|---|---|---|---|---|---|
| L(05): | 68.6 | L(10): | 64.8 | L(50): | 47.1 | L(90): | 44.6 | L(95): | 44.2 |

**Response:** Slow Fast Peak Impulse

PC: IIII IIII IIII
M: IIII
HT: II

Form Updated: 11/26/2019

**Notes:**

1

Re-took this measurement - first one did not work/error'd out.

Facing back of loading dock. Meter approx. 6' off back fence. Approx. 150' from loading area (Google Earth)

Main noise source is loading docks. Lots of clanging of metal doors, airbrakes, backup beeping, idling noise and forklift loading sounds.

*Initial measurement (taken 9:30-9:45) would have captured more noise. During setup of meter and 1st pass at this measurement the trucks were pouring out of the loading docks but basically had all gone by 9:45.

- Distant airplane approx. 10:03am
- Truck parked near meter started up and left @ approx. 10:06am.
- Constant metalic grinding sound in the distance (can't tell which direction it's coming from.

**Notes:**

(3) Didn't measure here first bc there were sleeper trucks + RV's lining the streets on both sides with people milling about. Most people/trucks cleared out by 9:45. A few RV "residents" clearly live at the west end of La Brea before the stop sign

Standing 30' East of noise meter for notes, most sound is coming off the Old Dominion loading area + further away road noise.

Some small gusts of wind randomly came through - time not noted.

General Site Note:

- Multiple parked cars + RV's along La Brea are occupied - sleeper cabs - trucks seem to park here at night + clear out before mid-morning.
- In the field, there are some spots near the traintracks (and randomly) where there are large shrubs growing. Most of these large shrubs have been dug out underneath and cardboard/tarps laid out. None were occupied when I passed through.

# Appendix C

Construction Noise Modeling

Report date: 1/13/2025
Case Description: Seaside Warehouse #2

| | | Baselines (dBA) | | ---- Receptor #1 ---- |
|---|---|---|---|---|
| Description | Land Use | Daytime | Evening | Night |
| Residential | Residential | 80 | 80 | 80 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Backhoe | No | 40 | | 77.6 | 250 | 0 |
| Compactor (ground) | No | 20 | | 83.2 | 250 | 0 |
| Dozer | No | 40 | | 81.7 | 250 | 0 |
| Dozer | No | 40 | | 81.7 | 250 | 0 |
| Grader | No | 40 | 85 | | 250 | 0 |
| Concrete Mixer Truck | No | 40 | | 78.8 | 250 | 0 |

Results

Calculated (dBA)

| Equipment | *Lmax | Leq |
|---|---|---|
| Backhoe | 63.6 | 59.6 |
| Compactor (ground) | 69.3 | 62.3 |
| Dozer | 67.7 | 63.7 |
| Dozer | 67.7 | 63.7 |
| Grader | 71 | 67 |
| Concrete Mixer Truck | 64.8 | 60.8 |
| Total | 71 | 71.3 |

*Calculated Lmax is the Loudest value.

# ASSOCIATED TRANSPORTATION ENGINEERS

*100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • FAX (805)682-8509 • main@atesb.com*

Since 1978

Richard L. Pool, P.E.
Scott A. Schell


March 19, 2025 25002L04

Bill Owczarski
Seaside Packaging, Inc.
1450 E. Wooley Road
Oxnard, CA 93030

**TRAFFIC AND VMT ANALYSIS FOR PHASE I AND II OF THE SEASIDE BOX WAREHOUSE PROJECT – CITY OF SANTA MARIA, CA**

Associated Transportation Engineers (ATE) has prepared the following traffic and Vehicle Miles Traveled (VMT) analysis for Phase I and II of the Seaside Box Warehouse Project (the "Project"), proposed in the City of Santa Maria. The study quantifies the Project's trip generation, determines the Project's consistency with City's General Plan transportation policies, and provides an evaluation of potential CEQA impacts based on the VMT thresholds adopted by the City.

**PROJECT DESCRIPTION**

The Seaside Box Warehouse Project site is located at 1475 West La Brea Avenue in the City of Santa Maria. Figure 1 (attached) shows the location of the Project site within the City. The Project is proposing to develop a new 31,000 SF warehouse facility that would be used to supplement the existing 40,040 SF warehouse (completed in Phase I) located onsite to store and distribute agricultural pallets and boxes. City staff have requested that both Phases I and II be analyzed in the trip generation and VMT analyses. Figure 2 presents the Project site plan. As shown on the plan, access to the Project site would be provided via two existing driveways and one new driveway on West La Brea Avenue.

## PROJECT TRIP GENERATION

Pursuant to City policies, trip generation estimates were developed for the Project using the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual.[1] The ITE rates for Warehouses (Land Use Code #150) were used for the analysis. Table 1 summarizes the trip generation estimates developed for the Project.

**Table 1**
**Project Trip Generation Estimates (Phase I + II)**

| Land Use | Size | ADT | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| | | Rate | Trips | Rate | Trips | Rate | Trips |
| Warehouse (a) | 71,040 SF | 1.71 | 121 | 0.17 | 12 | 0.18 | 13 |
| **Total** | | | **121** | | **12** | | **13** |

(a) ITE rates for Warehouses (Land Use Code #150) based on 1,000 SF.

As shown in Table 1, Phases I and II of the Project would generate 121 average daily trips (ADT), 12 AM peak hour trips (PHT) and 13 PM peak hour trips.

It is noted that the ADT, AM PHT, and PM PHT shown in Table 1 include both automobile and heavy truck trips. The percentage of truck trips generated by the Project was determined using the ratio of the truck ADT rate to the vehicle ADT rate from the ITE Trip Generation Manual. The percentage of truck trips only applies to ADT volumes. Table 2 presents the automobile and truck ADT volumes for the Project.

**Table 2**
**Project ADT Trip Generation Estimates – Automobiles vs Trucks**

| Vehicle Type | Percentage | ADT |
|---|---|---|
| Automobiles | 64.5% | 78 |
| Trucks | 35.5% | 43 |
| **Total** | | **121** |

As shown in Table 2, the Project (Phase I and II) is forecast to generate 78 average daily automobile trips and 43 average daily truck trips.

## CONSISTENCY WITH CITY POLICIES

As reviewed above, the Project would generate 121 ADT, 12 AM PHT and 13 PM PHT. The addition of these trips to the study-area street network would not generate impacts or be inconsistent with the City of Santa Maria's transportation policies related to traffic operations (less than significant change in intersection performance). Recent studies completed for Projects located in the study area[2] show that the intersections adjacent to the site (Blosser Road/La Brea Avenue and Blosser Road/Stowell Road) currently operate at acceptable levels of service; and the Project's relatively minor traffic additions would not degrade operations to unacceptable levels.

1 Trip Generation, Institute of Transportation Engineers, 11th Edition, 2019.

2 Westgate Village Project Updated Traffic and Circulation Study, City of Santa Maria, Associated Transportation Engineers, August 2024.

**VMT ANALYSIS**

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, Vehicle Miles Traveled (VMT) has been designated as the most appropriate measure of transportation impacts. "Vehicle Miles Traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.

The City of Santa Maria updated the "Environmental Procedures and Guidelines" manual[3], in compliance with Senate Bill 743, to include analysis procedures, screening criteria, and thresholds of significance for the assessment of VMT as the transportation impact metric for CEQA rather than the traditional LOS metric used previously.

CEQA Guidelines. The Governor's Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.[4] The Technical Advisory provides screening tools to determine when a project may have a significant VMT impacts, as follows:

> "Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing."

The Technical Advisory also provides guidance on the types of vehicles that are subject to the VMT significance criteria:

> **"Vehicle Types**. Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks."

[3] City of Santa Maria Environmental Procedures, City of Santa Maria, Updated November 2020.

4 Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

**City Screening Criteria**

Consistent with the recommendations in the OPR Technical Advisory, Section 4.3.1 of the City of Santa Maria's Environmental Procedures and Guidelines manual establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact. Section 4.3.1-A states that:

> "The following discretionary development projects are not subject to VMT analysis:
>
> 3. *Small discretionary projects that would generate or attract fewer than 110 daily trips (per CEQA).*

As shown previously in Table 2, the Project is forecast to generate 78 average daily automobile trips. The Project would therefore not exceed the City's VMT screening criteria for "small discretionary projects" (more than 110 ADT) and would have a less-than-significant VMT impact.

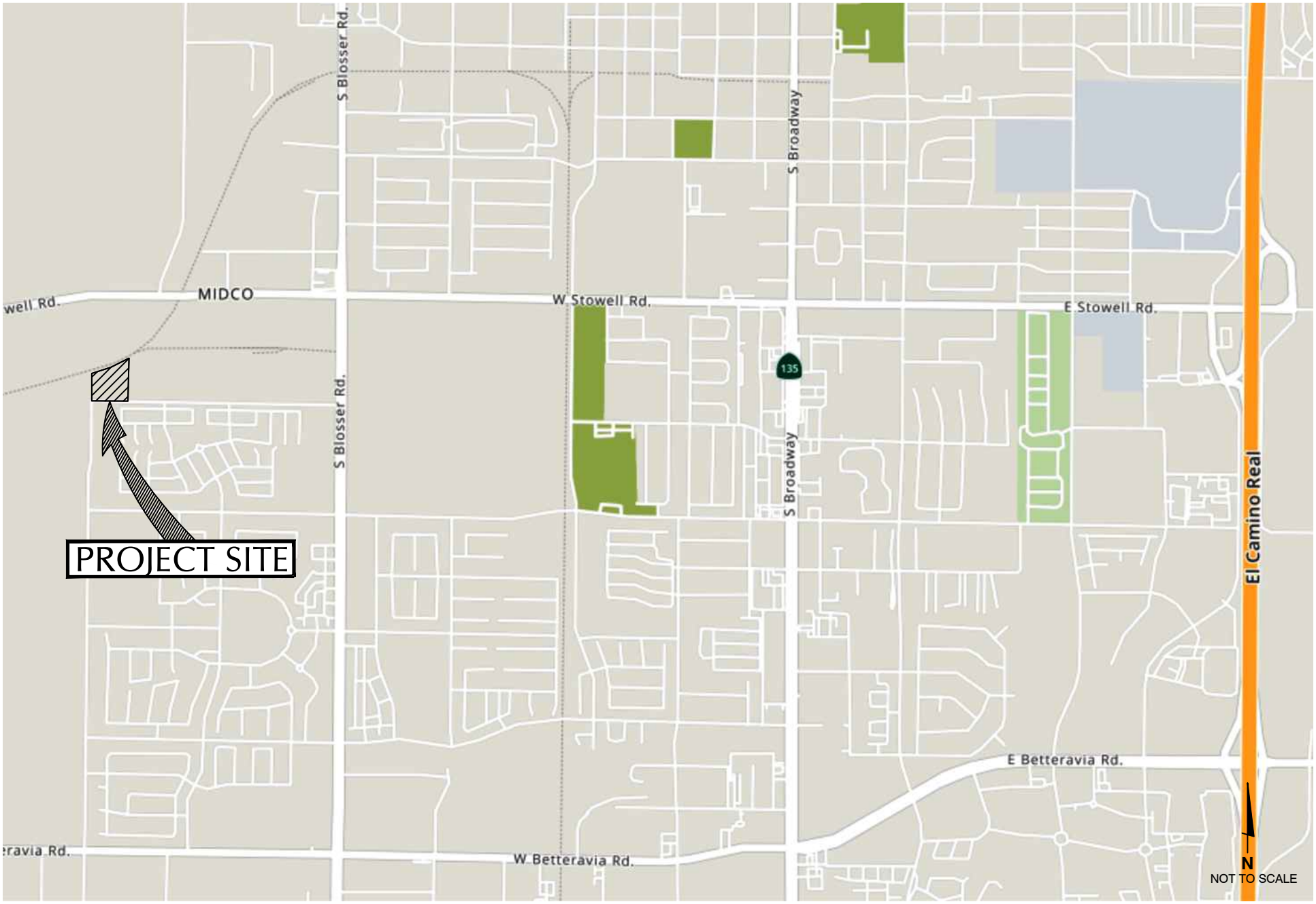
This concludes ATE's traffic and VMT analysis for the Seaside Box Warehouse Project.

Associated Transportation Engineers

Scott A. Schell
Principal Transportation Planner

SAS

Attachments



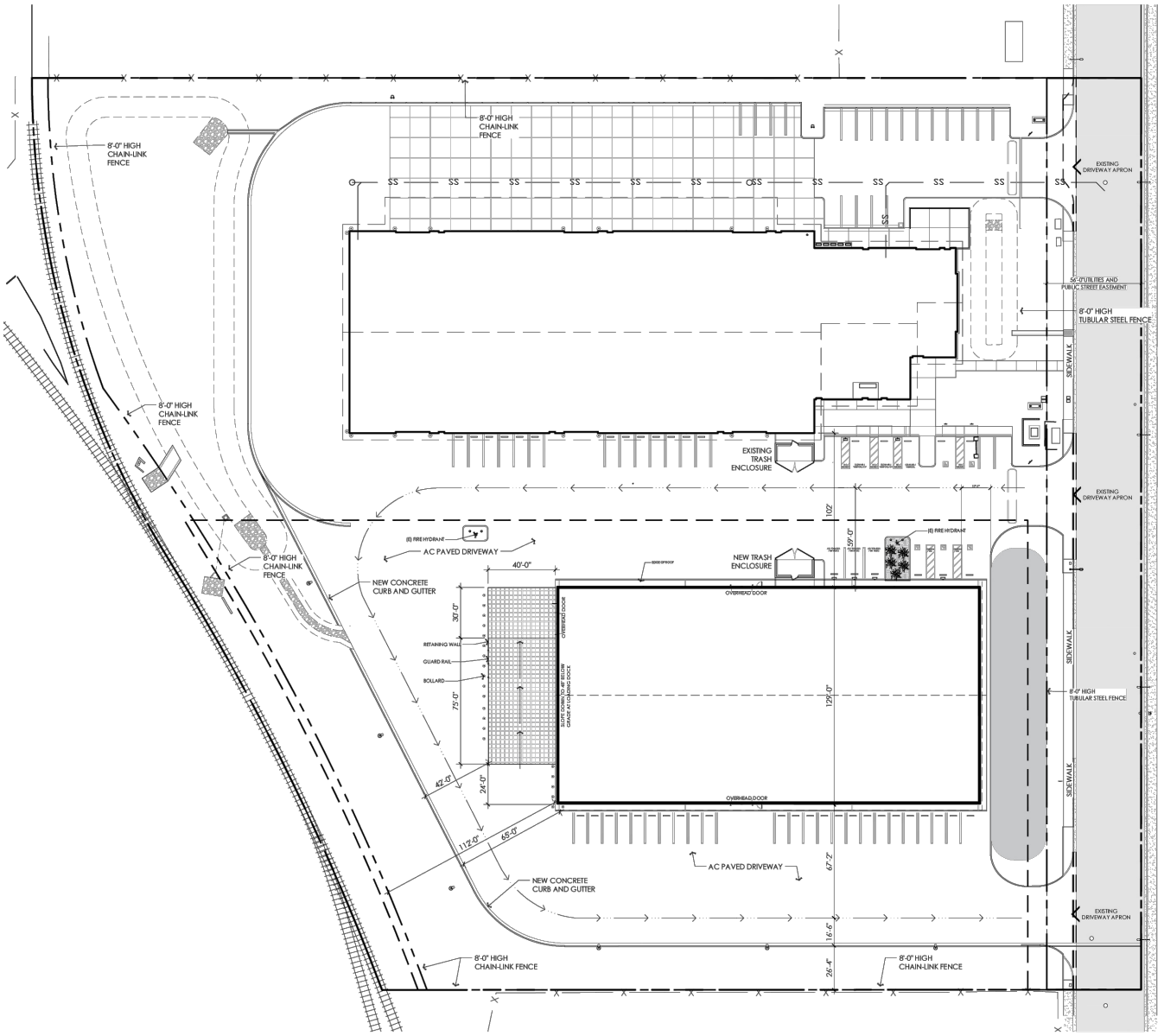

ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE LOCATION

FIGURE 1



AB - ATE#25002




N

NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE PLAN

FIGURE 2



AB - ATE#25002

# CITY OF SANTA MARIA
# CONDITIONAL USE PERMIT AMENDMENT

PLANNING DIVISION • 110 SOUTH PINE STREET ROOM 101 • SANTA MARIA, CA 93458 • 805.925.0951 X 2244

**PERMIT NO.** **A2024-0001**

**APPROVAL DATE** **September 3, 2025**

**PROJECT NAME** **Seaside Packaging Warehouse and Distribution Center Conditional Use Permit Amendment**

**APPLICANT/OWNER** **Suzanne Winslow / Billy Owczarski**

**ADDRESS/LOCATION** **1300 Block of West La Brea Avenue**

**DESCRIPTION** **Review of a Permit Amendment (A2024-0001) to a Conditional Use Permit (U2021-0002) for Seaside Packaging to construct a new 31,000 square-foot warehouse on a 6.18-acre site in the M-2 (General Manufacturing) district.**

## FINDINGS

The Planning Commission hereby approves the following project in accordance with the application submitted and hereby makes the required findings in accordance with Section 12-35.105 of the Municipal Code, including the following:

A. That the project meets the vision, intent, and requirements of the General Plan because the General Industrial Land Use Designation allows an assortment of industrial uses including trucking operations such as this project;

B. That the site for the proposed use is adequate in size and topography to accommodate said use, and all yards, spaces, walls and fences, parking, loading and landscaping are adequate to properly adapt such use with the land and uses in the vicinity. The project complies with the development standards of the M-2 zone district and is designed to maximize on-site queuing space for trucks entering and exiting the site by setting the loading bay at the rear of the building without conflicting with the on-site operations of the existing building constructed at the site;

C. That the site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quality and kind of traffic generated by the proposed use as the construction of the warehouse and distribution facility would not lead to inadequate street and highway conditions. The setback area and location of the loading bay at the rear of the building provides enough room for truck maneuvering without needing to utilize La Brea Avenue for staging or idling nor conflicting with the on-site traffic circulation from the existing warehouse constructed at the site.

A traffic study was completed for the project and determined the proposed project would generate an additional 50 average daily trips including five a.m. peak hour trips and five p.m. peak hour trips. These values were generated conservatively by utilizing standard rates from the Institute of Transpiration Engineers (ITE) Manual. The applicant's anticipated trip generation is four daily trips. The cumulative traffic generation when including the existing building would total to 121 average daily trips (78 automobile and 43 trucks), 12 a.m. peak hour trips and 13 p.m. peak hour trips. The study determined that the existing streets have capacity to handle the truck and employee vehicle trips resulting cumulatively from this project and the existing warehouse and still provide adequate service levels. The cumulative Vehicle Miles Traveled (VMT) would also result in less than significant impacts as the number of average daily trips resulting from the project would not exceed the City's VMT screening threshold of 110 average daily trips (which considers automobile trips only);

D. That the proposed use will have no adverse effect upon abutting property as the construction of the additional warehouse would be self-contained, provides adequate que space on-site for trucks, and has regulated hours of operation that do not conflict with adjacent uses. Additionally, technical studies (traffic, noise and air quality/greenhouse gases) completed which considered the cumulative potential impact from the existing warehouse constructed at the site and this proposal determined the project would comply with required performance standards;

E. That the establishment, maintenance and/or conducting of the use for which the conditional use permit review is sought will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or welfare of persons residing or working in the neighborhood of such project and will not, under the circumstances of the particular case, be detrimental to the public welfare, injurious to property or improvements in said neighborhood or contrary to its orderly development because the construction of the new warehouse building would adapt with the land and uses in the vicinity. The project would provide adequate space for freight and farm trucks to ensure vehicles would not be required to que onto La Brea Avenue. Additionally, the existing setback area, landscaping and noise wall next to the adjacent residential subdivision to the south would provide adequate attenuation to ensure no nuisances would be created by the proposed industrial use. Lastly, landscaping and fencing is proposed along La Brea Avenue and adjacent to the proposed warehouse to adequately screen the facility from neighboring residence. The conditions of approval and development standards required for this project address and alleviate any potentially adverse impacts that could result from the proposed use. The project has been designed to consider the operations of the existing building constructed at the site and operate harmoniously. Therefore, the project would be compatible with the adjoining land uses and would not be more obnoxious or detrimental to the health of the public than any of the uses established at the project area, or any of the conditional uses listed in the M-2 section of the Municipal Code;

F. That the conditions stated in the decision are necessary to protect the public health, safety and general welfare;

G. The project was adequately covered in previously adopted Mitigated Negative Declaration (SCH#2021120566*)* and only minor technical changes were required; therefore, an Addendum has been prepared pursuant to California Environmental Quality Act State Guidelines Section 15164. No further environmental review is required.

## CONDITIONS OF APPROVAL

The project is approved subject to the following Conditions of Approval:

**Community Development Department**

1. Previous Permits. All conditions from U2021-0002 remain in effect and are included by reference. In the event of conflict between conditions of U2021-0002 and the special conditions of this amendment, the special conditions from this amendment shall be enforced.

2. Project Description. The permittee shall comply with the project description, plan set entitled Seaside Packaging Warehouse II consisting of 15 pages, dated June 10, 2025, and Conditions of Approval of this permit. Any changes from the project description, Plan Set, or conditions shall require a permit amendment. Contact the Planning Division prior to changing anything described on the Plan Set or in the project description.

3. Color and Materials. A sample of all paint colors and materials to be used on the project site shall be submitted to the Planning Division for review for consistency with Planning Commission approval prior to issuance of building permits. Paint colors shall be provided in the form of paint chips.

4. Architectural Elements. All architectural elements such as parapet walls, tower features, and architectural features shall include architectural details on all sides to provide 360-degree architecture and eliminate the appearance of a false façade.

5. Hours of Operation. The hours of operation of the warehouse and distribution facility would be Monday to Saturday from 6:00 a.m. to 4:00 p.m. for employees and from 7:00 a.m. to 4:00 p.m. for truck loading/unloading.

6. Truck Idling. No trucks associated with this site may be staged or idle while in the La Brea Road right of way. Idling of trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area. Electric auxiliary power units should be used whenever possible.

7. Outdoor Storage. No outdoor storage has been reviewed under this permit. If outdoor storage is proposed in the future, a new conditional use permit shall be required that is reviewed and approved by the Planning Commission.

8. Parking Area. Thirty parking spaces are required, and thirty spaces are provided. The off-street parking area and access shall be paved and double striped in accordance with City parking standards. The parking area shall be maintained and regularly resealed and restriped. Please note that a building permit is required for restriping. The striping shall be visible at all times and the parking area shall be void of potholes and depressions.

9. Trash Enclosure. Each trash receptacle shall be stored in an enclosure. The final development plan submitted for the building permit shall specify size and location of all trash collection areas and the enclosure shall be constructed in accordance with the approved plan. The location and design shall be approved by the Community Development Department and the Public Works Department. The trash enclosure shall meet City standards as well as be designed in keeping with the architecture and style of the project. Trash areas that are located adjacent to parking spaces shall be set back a minimum of ten feet to provide sight distance for automobiles backing out of the parking space.

10. Ongoing Site Maintenance. The entire site shall be permanently maintained free of accumulated dirt and litter and in an otherwise neat and attractive manner and adhere to the requirements of the Santa Maria Municipal Code. Any graffiti on the property shall be promptly painted out. All landscaping areas on the property shall be permanently maintained with healthy, growing plant material, free from weeds. Dead or dying plant material shall be replaced within one month of plant deterioration. Failure to comply with this condition is a public nuisance.

11. Landscape Plan. A landscape plan, which includes the size and species of plants, a layout of the irrigation system incorporating time clocks and/or moisture sensors, and a maintenance and watering schedule, shall be submitted to the Community Development Department for plan checking and approval. The specific planting design of the landscape area and species of trees and plants shall be subject to approval of the Planning Division during the plan check review process. The landscape plan shall be prepared in accordance with Chapter 12-44 of the Municipal Code, Landscape Standards. Backflow prevention devices shall be screened with plant material and located to maximize aesthetics.

12. Landscape and Tree Maintenance. The applicant shall develop landscape and tree maintenance standards that shall be provided to any landscape contractor hired to work on the site. The standards shall be reviewed and approved by the Planning Division prior to first occupancy. The program shall require:

    A. All on-site trees be properly maintained to retain a natural shape and size for the long-term health of the tree consistent with the natural growth pattern of its particular species and current ANSI A300 standards.

B. Any tree topped, severely pruned or severely thinned out, subject to the determination of the Planning Division, shall require a large-size replacement.

C. Ground cover and shrubbery shall be regularly maintained and pruned in a manner that encourages healthy growth and flower production. Shrubs shall not be severely sheared or formed into unnatural shapes.

13. Tree Planting. The project shall provide the trees depicted on the landscape plan. The trees species selected shall be subject to Planning staff review according to Planning Commission approval. Trees shall be a minimum of 15-gallon size.

14. Landscape Irrigation Water Meter. A separate appropriately-sized irrigation meter is required for new non-residential projects with irrigated landscape areas totaling 1,000 square feet or greater, and for new residential projects with irrigated landscape areas totaling 5,000 square feet or greater. If a sub-meter is proposed for irrigation, it shall be a privately held and maintained meter, provided by the applicant, installed after the main water meter.

15. Light Standards. All on-site lighting shall comply with the Municipal Code Performance Standards. A photometric plan is required at the building permit stage, subject to Planning Division approval. Parking lot light standards on the project site shall have a maximum overall height of 30 feet.

16. Utilities. All new public utility services, including electrical, telephone and community television antenna services, shall be placed underground in accordance with City requirements. Location of all transformer boxes and utility equipment shall be approved by the Planning Division prior to installation. All transformer boxes and utility equipment shall be underground wherever feasible. If undergrounding is not possible, the equipment should be painted to match the surroundings and placed in inconspicuous areas out of public view.

17. Mechanical Equipment. Mechanical equipment located on the roof of a building shall be completely screened. The height of the screening shall be as high, or higher, than the top of the mechanical equipment. The screening may be provided by an architecturally designed screen wall of solid material surrounding the equipment, or by the building wall parapet.

18. Business License. A City business license is required.

19. Performance Standards. The requirements of the City's performance standards with respect to odor, noise, smoke, vibration and discharge of liquid and solid waste shall be maintained.

20. AB 1600 Fees. AB 1600 fees apply to this project and are based on the fees in effect at the time the building permit is issued.

21. Agency Requirements. The applicant shall ascertain and comply with all Federal, State, County and City requirements as are applicable to this project.

22. Construction Documents. A copy of these conditions shall be incorporated into all construction documents.

23. Mitigation Monitoring Program. The mitigation measures in the Mitigation Monitoring Program for the Mitigated Negative Declaration (SCH#2021120566) and included in the Addendum are hereby incorporated.

24. Undergrounding. All electrical, telephone and communication utility distribution and service wires shall be placed underground.

25. Plan Requirements. The project will be plan checked for compliance with the California Building Codes (CBC) effective at the time of permit application.

    A. Plans for the project shall be prepared signed and sealed by a California registered design professional, i.e. architect or engineer.

    B. A soils report will be required for the project and must be submitted at the time of building permit application. CBC 1803.

    C. The City of Santa Maria does not permit metal buildings or their truss calculations and their design to be a deferred and are required to be submitted at the time of building permit application. CBC 107.3.4.1

    D. Project must comply with all applicable accessibility requirements of CBC chapter 11B including but not limited to accessible routes from public right of way, accessible routes from other buildings/facilities on same property and from accessible parking facilities.

    E. This project must comply with CBC chapter 10, section 1009, Accessible Means of Egress.

26. Indemnification. The applicant shall agree to indemnify, defend (with counsel reasonably approved by the City), and hold harmless the City of Santa Maria and its officers, officials, employees, and agents from and against any and all claims, demands, actions, proceedings, lawsuits, losses, damages, judgments and/or liabilities by third parties arising out of, related to, or in connection with the project application or to attack, set aside, void, or annul, in whole or in part, an approval of the project application by the City and any related environmental approvals, development approvals or project conditions. The Applicant shall reimburse the City, its agents, officers, officials, or employees, for any court costs and attorney's fees that the City, its agents, officers, officials, or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve Applicant of his/her obligations under this provision.

**Public Works Department**

ENGINEERING CONDITIONS

27. Drainage Basin and Off-Site Discharge. Development's basins shall be designed to overflow to La Brea Avenue, and not to adjacent private parcels. Discharge shall occur using drains under the sidewalk, consistent with City of Santa Maria Standard Detail DR-13 and DR-14. Modification to existing site developed as part of Phase 1 may be required to accommodate this Condition.

    Connections to public storm drain pipe on La Brea Avenue is not acceptable as it is a Santa Barbara County Flood Control District facility and at capacity.

28. Property Lines. Entitlement plan sheets show property lines, which appear to show the northerly centerline of the railroad per the Recorded Parcel Map Book 5 page 32, which references Recorded Instrument 21395 in Book 2238 pages 1 through 92. Staff assumes this is the description of the Santa Maria Valley Railroad.

    Entitlement plans also show southerly parcel line at centerline of La Brea Avenue, which appears to already have been dedicated to the City, and should be reflected on the Title Report. If right-of-way for La Brea Avenue isn't already dedicated, it shall be dedicated prior to issuance of any building permit under this entitlement.

    A. Show the Santa Maria Valley Railroad Parcel Lines for 117-010-002 on the building plans when submitted.

    B. Provide an updated Title Report when submitting building plans.

29. Building Plans. At time of building plan submittal, the developer shall identify the following items on the site or utility plan for the subject project:

    A. Location and sizes of all existing water mains, sewer mains, water meters, water service lines, backflow prevention devices, private sewer lateral connections, and storm drainage facilities in abutting streets or on the project site.

        i. Each unit or lot shall be served by a sanitary sewer system, adequate domestic water system, natural gas, electric, and telephone facilities. Cable television facilities shall be provided pursuant to Chapter 15 of Title 9 of Santa Maria's Municipal Code.

    B. Location and sizes of all proposed water mains, sewer mains, water meters, water service lines, backflow prevention devices, private sewer lateral connections, and storm drainage facilities in abutting streets or on the project site.

        i. Each unit or lot shall be served by a sanitary sewer system, adequate domestic water system, natural gas, electric, and telephone facilities. Cable television facilities shall be provided pursuant to Chapter 15 of Title 9 of Santa Maria's Municipal Code. If these are not existing, they shall be proposed to be installed as part of this project.

    C. Location, quantity, and orientation of trash enclosures.

D. All parcel lines and easements crossing the project site.

E. Locations and dimensions of all existing and proposed driveways and sidewalks.

F. Location of existing and proposed fire hydrants.

G. Required public improvements.

H. Limits of frontage improvements.

FEES

30. Utilities Connection Fees. For all development projects already connected to the utility system, the water and wastewater fees shall be based **solely on an increase in water meter size or a change in use** and shall be calculated and collected prior to installation of the larger meter or making a change in use. The State Water Reimbursement Fee shall be collected concurrently with the Growth Mitigation Fee. The following fees are to be paid by the applicant and will be collected at time of request for connection at the Building Division, 110 South Pine Street, Room 101.

    A. Water Mitigation Fee: The fee is calculated based on the size of water meters (domestic, landscape, fire) serving the site. The fee shall be based upon the codes and rates in effect at the time of building permit issuance (Santa Maria Municipal Code (S.M.M.C.) Sections 8-15.01 through 8-15.15 and 8-15.19).

    B. Wastewater Mitigation Fee: The fee is calculated based on the size of water meters (domestic) serving the site. The fee shall be based on the codes and rates in effect at the time of building permit issuance (S.M.M.C. Sections 8-15.01 through 8-15.15 and 8-15.20).

    C. State Water Reimbursement Fee: The fee is calculated based on the size of water meters (domestic, landscape, fire) serving the site. The fee shall be based on the codes and rates in effect at the time of building permit issuance (S.M.M.C. Section 8-10.05.01).

31. Traffic Mitigation Fee. The traffic mitigation fee shall be paid by the applicant at time of occupancy. The fee is based on the size and proposed use of the project. The final fee calculation is based on the fee schedule in effect at the time of building permit issuance (S.M.M.C. Sections 8-15).

    Except as provided in the Downtown Specific Plan, the City Council may consider allowing qualifying commercial and industrial development the ability to pay growth mitigation fees as outlined in the current fee schedule over a period of time. The maximum amount of time for payback shall be five years. The payments shall be made yearly, and interest shall be paid. Interest calculations shall be based on the average annual interest rate for the Local Agency Investment Fund. Qualifying companies who wish to pursue this option shall sign an agreement, in a form approved by the City Attorney, and shall provide financial security guaranteeing payment.

STREET AND FRONTAGE CONDITIONS

32. Street Light Conduit Location. Refer to City Standard Drawing RD-31 regarding typical utility location and spacing. Streetlight conduit shall be located on the north side of an east/west street, or east side of a north/south street.

33. At-Grade Driveway. Driveways shall be installed per City Standard Drawing RD-18A/RD-19A. Driveways shall have minimum throat width of twenty-four feet and minimum curb return radius of twenty feet.

    Nearest edge of driveway shall be located a minimum of five feet from any above-ground utility such as streetlights or fire hydrants, and ten feet from any street trees. A minimum twenty-foot separation between driveways is required and the aggregate width of all driveways shall not exceed fifty percent of the property's frontage along the street (S.M.M.C. Section 8-6.07).

34. Frontage Parking. The gate across the driveway shall be located to provide a minimum of twenty-five-foot setback from back of sidewalk so vehicles can park completely off the traveled way when opening the gates.

35. ADA Compliance. The curb ramp located at project driveways shall be compliant with current ADA requirements. See Caltrans Standard Drawing A88A.

36. Frontage Repair. The developer shall repair any cracked, broken, or uplifted curb, gutter, sidewalk, or alley within the project frontage. City Public Works inspection staff will determine the extent of the frontage repair in the field prior to construction. An encroachment permit will be required prior to issuance of a building permit for these repairs.

37. New Frontage Improvements. The developer shall be required to install full frontage improvements including curb, gutter, sidewalk, streetlights, and landscaping wherever missing or required by the Public Works Department.

38. Sidewalk ADA Compliance. The developer shall remove and replace any sidewalk within the project frontage that does not meet ADA cross-slope requirements.

39. Intersections. Sight distance requirements shall be maintained at the intersection of any street, alley, or driveway improved for vehicular traffic per S.M.M.C. Sections 12-27.02 and 12-27.03.

40. City Encroachment Permit. The developer shall obtain an encroachment permit from the Public Works Engineering Division prior to any work in public streets, alleys, or easements (S.M.M.C. Section 8-6.06).

41. Chip Seal. Developer shall be required to restore asphalt pavement surface to the pre-development condition by placing chip seal compliant with City Standards along the property frontage where trenching and utility cuts are required within City right-of-way. The chip seal shall be applied for the full width of the roadway for 50' beyond all cuts within the asphalt pavement and the roadway striping shall be

restored to pre-construction layout. The developer may elect to deposit an in-lieu fee to the City Public Works Department to perform the chip seal as a part of the City's annual chip seal project.

WATER CONDITIONS

42. Privately Owned On-Site Water Lines. Water lines for fire suppression shall be separated from water lines used for domestic water.

43. Fire Suppression Line. Fire suppression lines shall be constructed with appropriate Double Check Detector Assembly (DCDA) fire service backflow prevention assemblies per Standard Detail WA-27F at connection to the public main, located at the property line. These fire service backflow prevention assemblies separate privately owned and maintained water lines from public water lines. On-site fire hydrants and fire sprinklers shall be supplied from this on-site water line and connections shall occur after the backflow prevention assembly. If multiple connections or a looped system is required to meet fire flow requirements, each connection to the public main shall have an appropriate DCDA.

44. Fire Hydrants. The location, placement, and sizing of on-site water lines and fire hydrants shall be approved by the City Fire Department and Public Works Department.

45. Backflow Prevention. Reduced pressure principle (RP) type backflow prevention assemblies shall be installed on all domestic water services. The devices shall be installed near the property line before any branches by a licensed plumber according to City specifications and standard drawings. The devices shall be tested by a certified backflow prevention tester with test results submitted to the City's Regulatory Compliance Specialist prior to final occupancy.

WASTEWATER CONDITIONS

46. Vehicle Washes. Water runoff from vehicle wash area shall not be directed to the public storm drain system. If the water runoff is directed to the public sewer, a sand and oil clarifier with a sample box shall be provided. The clarifier shall be maintained in good operation condition at all times.

47. Wastewater Discharge Permit. Prior to building permit issuance, the developer shall obtain a Wastewater Discharge Permit from the City. Contact the Utilities Department at (805) 925-0951, ext. 7270 for the permit application.

48. New Sewer Lines. All sewer pipes crossing or parallel to public water facilities shall be constructed according to the requirements of the State Water Resources Control Board Division of Drinking Water.

49. New Sewer Lateral. All sewer laterals shall be constructed in compliance with City Standard Drawing SS-14B. Sewer laterals shall be privately maintained infrastructure and connect to City infrastructure with a wye connection. Sewer laterals shall not tie in at a public manhole.

STORM WATER CONDITIONS

50. Construction Storm Water Requirements (Site < 1 Acre). The developer shall complete and submit an Erosion and Sediment Control Plan (ESCP) provided by the Building Division along with the Grading and Drainage Standards. Approval is required before issuance of grading permit.

51. SWPPP Review Fee. The developer shall submit a hard copy and an electronic copy of the SWPPP for review and approval prior to any building permit issuance. A SWPPP review fee will be invoiced prior to approval.

52. Cost Estimate and Treasurer's Trust. A detailed cost estimate for the installation and maintenance of the Best Management Practices (BMPs) to be implemented as defined by the SWPPP will be generated from the City's SWPPP review. Prior to grading permit issuance, the developer shall submit a cash deposit in the amount of the approved cost estimate to be held as a Treasurers Trust. The Treasurer's Trust is intended to guarantee installation and maintenance of the required BMPs. The City will draw from this Treasurer's Trust in the event the developer/contractor does not install or maintain the required BMPs. The Treasurer's Trust shall be returned after Certificate of Occupancy is issued, minus any funds expended by the City to install/maintain the required BMPs on behalf of the developer/contractor.

53. SWPPP/Post-Construction Requirement Monitoring Encroachment Permit. Prior to issuance of grading permits, the developer shall obtain an encroachment permit from the Public Works Office to cover inspection of the approved SWPPP and installation of required Post-Construction Requirements. Permit and inspection fees will be due when the permit is issued and expiration of the encroachment permit will be based on the construction schedule identified in the SWPPP Notice of Intent. Time extensions will require additional funds to be provided to cover the additional inspections.

FLOOD CONTROL CONDITIONS

54. Santa Barbara County Flood Control District. Developer shall submit the hydrologic and hydraulic study, plans, and plan check fee for Santa Barbara County Flood Control District review. Santa Barbara County Flood Control District shall approve the studies and plans prior to building permit issuance.

55. Overland Escape Routing. The developer shall remove all drainage features (overland escape, outlets, etc.) that direct stormwater from the development site north to the Santa Maria Valley Railroad site (APN 117-010-002). All runoff, including the overland escape for the basin, for parcel APN 117-240-034, shall be directed to La Brea Avenue.

56. Storm Drainage. The applicant shall provide on-site retardation facilities designed and constructed to Public Works and Community Development requirements prior to occupancy. The facilities shall be designed to accommodate the increased drainage water flow of a twenty-five year storm event as a result of new development. Developer shall provide hydrologic and hydraulic study detailing assumptions, calculations, and design of the on-site retardation.

The applicant shall submit a grading plan for review and approval by Public Works and Community Development prior to issuance of building permits. *Refer to the "Grading Plan Information" handout distributed by Community Development for guidance. The developer shall also submit the preliminary grading plan to the Santa Barbara County Flood Control District for review and approval prior to issuance of building permits. The developer shall obtain Flood Control District certification on all new flood control facilities prior to bond release.*

POST-CONSTRUCTION STORM WATER CONDITIONS

57. Post-Construction Storm Water. The Central Coast Regional Water Quality Control Board requires that all new projects that create or replace 2,500 square feet or more of impervious area must follow the post-construction requirements (PCRs). The Stormwater Technical Manual and further guidance on completing an SCP are available online (https://www.countyofsb.org/2324/New-Redevelopment).

A. The developer shall demonstrate project compliance with the PCRs by submitting a Stormwater Control Plan (SCP) using the template provided in the Stormwater Technical Guide.

B. The SCP shall include a site plan, Stormwater Control Measure (SCM) sizing calculations, details of bioretention design, and dimensions of drainage management areas.

C. The SCP shall include an Operation and Maintenance (O&M) plan, detailing how the site and required post-construction improvements shall be maintained into perpetuity by the owner.

D. A SCP is required and shall receive preliminary approval from the Public Works Department prior to discretionary approval of the Planning Permit. The developer shall resubmit the SCP with the Building Plan submittal for final review and approval. The resubmittal is to account for any necessary changes to the site plan between entitlement and construction.

E. Underground Chambers: For developments proposing to utilize underground chamber systems for the basis of stormwater management, the inlets, chambers, and any infrastructure that drains to the underground chamber system shall be cleaned, and video inspection provided to verify the performance of the underground chamber system wasn't compromised during project construction activities. Cleaning and maintenance of this infrastructure shall be followed as per the manufacturer's specifications and the approved stormwater operations and maintenance plan. All cleaning

and maintenance activities shall be documented and provided to the Utilities Department, Regulatory Compliance Division on an annual basis.

F. As required by *Section D, Field Verification of Post-Construction Stormwater Measures, of the California Central Coast Regional Water Board Resolution R3-2013-0032, Post-Construction Stormwater Management Requirements for Developments Projects in the Central Coast Region*, the Developer shall secure a qualified third-party (registered professional engineer, geologist, architect and/or landscape architect) for purposes of inspection, verification, and certification of all Stormwater Control Measures (SCMs) to ensure site design, water quality treatment, runoff retention, and/or peak management controls have been implemented in accordance with the Regional Water Board's Post-Construction Requirements.

G. Grading plans shall include the following language:

i. Provide installation elevation by licensed surveyor to Public Works Department, Engineering Division within seven calendar days of installation.

ii. Provide basin dimension and depth, including outlet structure cross section with elevations, signed and stamped by the Engineer of Record who prepared the Stormwater Control Plan to the Public Works Department, Engineering Division, within seven calendar days of installation.

iii. Provide copy of invoice of installed gravel and bioretention soil media, along with photo-documentation of complete structure cross sections to Public Works Department, Engineering Division, within seven calendar days of installation.

H. The following shall occur prior to final SCP approval:

i. Engineer of Record that prepares the SCP shall provide documentation of critical design elements in structures that are underground, buried, or otherwise hard to verify after installation. Critical elements include elevations of the bottom of bioretention, top of gravel, and overflow structures.

ii. The property owner shall sign a Post-Construction Stormwater Control Measures Maintenance Agreement form with the City of Santa Maria. The form will be provided by Public Works after the final review of the SCP. The agreements shall be approved, signed, and attached to the property address prior to issuing the Certificate of Occupancy.

SOLID WASTE CONDITIONS

58. Multi-family and Commercial/Industrial Facilities. As mandated by State law, this development is required to comply with all applicable laws and regulations pertaining to solid waste disposal and recycling, the City of Santa Maria Mandatory Organic Waste Disposal Reduction Ordinance No. 2021-10, Chapter 8-21, and Title 8, Chapter 8-11 of the City of Santa Maria Municipal Code.

A. The developer shall submit a site plan identifying location(s) of each solid waste enclosure ("Enclosure") to contain refuse and recycling (including single stream recycling and organics) bin(s)/container(s). The proposed location of each Enclosure shall enable tenants to dispose of their refuse and recyclable materials safely and efficiently. The site plan shall be reviewed and approved by the City prior to issuance of building permits.

i. Proposed location will not be acceptable due to adjacency to parking stalls which would prevent opening trash enclosure doors to 180 degrees. Either restrict parking adjacent to enclosure for full width of enclosure doors, or relocate enclosure.

B. All Enclosures shall be constructed per City standard drawing MS-16B.

C. The proposed quantity of Enclosure(s) for the subject site shall be reviewed and approved by the City.

D. The service frequency of each bin/container shall be determined by the City.

E. Enclosure(s) shall be oriented to provide vehicle fork-in access when possible.

F. In cases where Enclosure(s) are proposed to be installed abutting structures, the common wall shall be of a non-combustible masonry-type material with no openings for vents or windows.

G. Enclosure(s) shall be reserved exclusively for solid waste bin(s)/container(s) storage. Miscellaneous boxes, bins, racks, grease containers, etc., are not permitted within the enclosure.

H. If City collection vehicles ("Collection Vehicles") will be traveling through a gated area to service bin(s)/container(s), the gates shall be equipped with a coded electronic keypad system.

I. The developer shall design site travel ways, entrance, and exit areas with sufficient space, free of obstructions (trees, oversized islands, etc.) to allow for Collection Vehicles to safely enter/exit the subject site to avoid damage to site property or Collection Vehicles. See City standard drawing MS-16B for guidance.

J. The developer shall design all site vehicle travel ways to withstand loads imposed by Collection Vehicles.

K. The developer shall submit a truck turning template route for solid waste service area. The Collection Vehicles must be able to enter and exit the site to gain access to the Enclosure(s) with minimal backing. Collection Vehicles have an inside turning radius of thirty-eight feet and an outside turning radius of fifty-five feet. See City standard drawing MS-16B for guidance.

L. If the developer is proposing to utilize residential containers for solid waste collection services, the design/layout of the development shall contain designated areas for the containers to be temporally placed by tenants for automated collection service. The containers shall be placed in areas containing through travel ways free of obstructions and dead ends.

M. In lieu of placing organic waste into bin(s)/containers(s) for the subject site, the developer may choose to provide space for organic waste to be recycled on-site via community composting or other means approved by the Utilities Department Solid Waste Division, Public Works Department Engineering Division, and Community Development Department ("City"). The community composting area must have sufficient space for every tenant/resident to recycle their organic waste. The developer is responsible for maintenance of the community compost area.

MODIFICATION OF CONDITIONS

59. The Director of Public Works, Planning Commission, and City Council reserve the right to modify these conditions if they deem it necessary to ensure compliance of the project with Chapter 8-6 of the S.M.M.C. (S.M.M.C. Section 8-6.09).

**Fire Department**

60. Emergency Contact Information. An "Emergency Contact Information" form shall be provided to the Santa Maria Fire Department (SMFD) prior to the issuance of building permits (SMFD Policy).

61. Key Box. A SMFD approved key box shall be provided at the main entrance to each building/tenant space. The box shall contain all keys necessary to allow Fire Department access to all portions of the building or tenant space (CFC Section 506).

A. The box shall be installed in accordance with the manufacturer's specifications and placed so the bottom of the box is 60 inches above the adjacent grade. The proposed location of the box shall be shown, or this note placed on the plans.

B. Key box application is available online at http://www.ci.santa-maria.ca.us/40463-KnoxBoxRequestForm.pdf. The key box shall be ordered prior to occupancy request.

C. Knox Box 3200 Series is the minimum acceptable box for commercial installations.

62. Motorized Gates. Motorized gates shall incorporate a Knox key switch for Fire Department emergency use. The Knox key switch should be ordered at the same time as a Knox key box (CFC Section 503.5. & SMMC Section 9-28.050). Motorized gates may also be required to incorporate the following:

    A. Opticom strobe device for emergency access.

    B. Flash cycle – set to model 792H.

    C. Delay – minimum two minutes.

    D. The receiver set at 96 inches above grade.

    E. Unit shall be tested and approved by the Fire Department prior to final occupancy being granted.

63. Address Numbers. Numbers shall be clearly visible from the centerline of the roadway fronting the building and shall contrast with their background. Number height shall be a minimum of twelve inches for commercial buildings. The proposed location and design of address numbers shall be shown, or this note placed on the plans (CFC Section 505 & SMMC Section 9-28.050).

64. Access Roads. An approved SMFD access road shall extend to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building (CFC Section 503 & SMMC Section 9-28.050).

    A. Minimum road standards shall be 4-inch class II road base compacted to 95 percent and an all-weather surface such as asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds (CFC Appendix D102.1 and SMMC Section 9-28.050).

    B. The minimum unobstructed width for buildings exceeding 35 feet in height shall be 30 feet (CFC Appendix D105 and SMMC Section 9-28.050).

65. Turning Radius. The minimum turning radius shall be designed to accommodate the SMFD's ladder truck. The proposed fire access turning radii shall be verified by submittal of design drawings created by Auto Turn software or equivalent. Turn radius specifications are available by request (CFC Appendix Section D103.3).

66. Temporary Fire Access Road Signage. Temporary access signage shall be placed at each entrance to the project (when necessary) to delineate construction and fire access. Signage design is provided in SMFD Development Guidelines. These signs shall be installed prior to combustible construction (CFC Appendix D101.1).

67. Temporary Access Roads. Plans for temporary access roads shall be reviewed, inspected and approved by the SMFD prior to construction in accordance with CFC Section 501. Temporary access roads shall be constructed with compacted base, curbs and gutters prior to vertical combustible construction. Access roads shall be maintained clear and unobstructed for the duration of the construction project (CFC Section 503.2.2).

68. Fire Lane Signs. "No Parking, Fire Lane" signs shall be posted at entrances. Signs shall be designed per SMFD Development Guidelines. All curbing in a designated Fire Lane or fire access way shall be painted red with “Fire Lane, No Parking” graphics stenciled every 100 linear feet or as otherwise designated on approved plans (CFC Section 503.3, Appendix D103.6 & SMMC Section 9-28.050).

69. Fire Flow. Fire flow shall comply with CFC, Appendix B. The minimum fire flow for this project shall be 1,187.5 gallons per minute (based on Type VB Construction, with fire sprinklers, as required).

70. Fire Hydrants. Fire hydrants shall be installed per City of Santa Maria Public Works Standards.

    A. Fire hydrant spacing and distribution shall comply with CFC Section 507 and CFC Appendix C. Fire hydrants shall be spaced at an average of 500 feet and at no point shall exceed 250 feet from a fire hydrant on a fire apparatus access road. Fire hydrants shall be installed and operational prior to vertical combustible construction.

    B. Fire hydrants shall be equipped with one (1) four-and-a-half-inch (4 ½”) outlet and two (2) two-and-a-half-inch (2 ½”) outlets.

    C. The SMFD, or a designated representative, shall inspect and approve all fire hydrant installations for operational readiness prior to combustible construction (CFC Section 501.4).

71. Fire Hydrant Protection. On-site fire hydrants shall be painted red and protected from impact in accordance with City of Santa Maria Public Works Standards and SMFD Development Guidelines (CFC Section 507.5.6 & SMMC).

72. Water Mains. Water Mains shall be installed per City of Santa Maria Public Works and NFPA standards. The minimum main size shall be 8”, or as determined by hydraulic calculations (CFC Section 507 & SMMC).

73. Hydrant Markers. Reflective blue dot fire hydrant location markers shall be installed (SMMC).

74. Fire Sprinkler Systems. Automatic Fire Sprinklers are required for the following occupancies (CFC Section 903 & SMMC Section 9-28.060):

    A. Group **"B"** Occupancies when the gross floor area is 5,000 square feet.

    B. Group **“S”** Occupancies when the gross floor area is 5,000 square feet or more.

    C. All commercial fire sprinkler systems shall be equipped with a local water flow alarm.

    D. Deferred submittal of fire sprinkler plans, and calculations is required. The plans and calculations shall be wet stamped, on every sheet, by a registered Fire Protection Engineer (FPE) licensed in California when required by the fire code official.

75. Fire Department Connection (FDC). FDCs shall be located on the front access side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved by the Fire Chief or his/her designee (CFC Section 912). The FDC shall:

    A. Face the public street or fire lane fronting the protected building and be installed so the center line of the connection is a minimum of 36 inches above finished grade.

    B. Within 40 feet of an approved roadway or driveway and arranged so that hose lines can be readily attached to the inlets without interference.

    C. Within 75 feet of an approved fire hydrant.

    D. Be equipped with Knox Brand locking caps.

76. Fire Alarm System. A fire alarm system shall be installed in accordance with the CFC and NFPA 72 standards. The fire alarm system shall be certificated by Underwriters Laboratories or an equivalent nationally recognized organization (CFC Section 907 & SMMC 9-28.060).

    A. Deferred submittal of fire alarm plans is required. The plans shall be wet stamped, on every sheet, by a registered FPE licensed in California if required by the fire code official.

    B. A fire alarm system, at a minimum incorporating tamper switches on control valves and a Central Station service for the water flow alarm shall be installed for the fire sprinkler system.

77. Fire Extinguishers. Fire extinguishers shall be located and sized in accordance with CFC Section 906.

78. Emergency Responder Radio Coverage. New buildings shall have approved radio coverage for emergency responders within the building based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building (CFC Section 510).

**Recreation and Parks Department**

79. Tree Species. Street trees conditioned by U2021-0002, are to be protected in place across the entire span of site construction.

80. Development Fees. Per the Municipal Code, several Recreation and Parks Development Fees may apply to this project. This includes the Commercial Growth Mitigation $0.01/square foot. Please note that fees are reviewed annually and are subject to change.

81. Landscape District. This project is included in the Southwest Landscape Maintenance District.

**NOTES:**

In accordance with Section 12-35.109 of the Municipal Code, this permit is not valid until the 15th calendar day following the issuance of the permit, providing no appeal is filed; or if an appeal is filed, this permit is not valid until the effective date of the final action on the appeal.

In accordance with Section 12-35.401 of the Municipal Code, the City may modify conditions of approval of the permit, or may revoke the permit for non-compliance with any of the conditions of approval, or if any operations under the approved permit result in detriment to the public health, safety or welfare.

This permit will not be valid until the applicant and property owner have submitted signed acknowledgment of their consent to the conditions, in accordance with Section 12-35.109 of the Santa Maria Municipal Code, to the Planning Division of the Community Development Department.

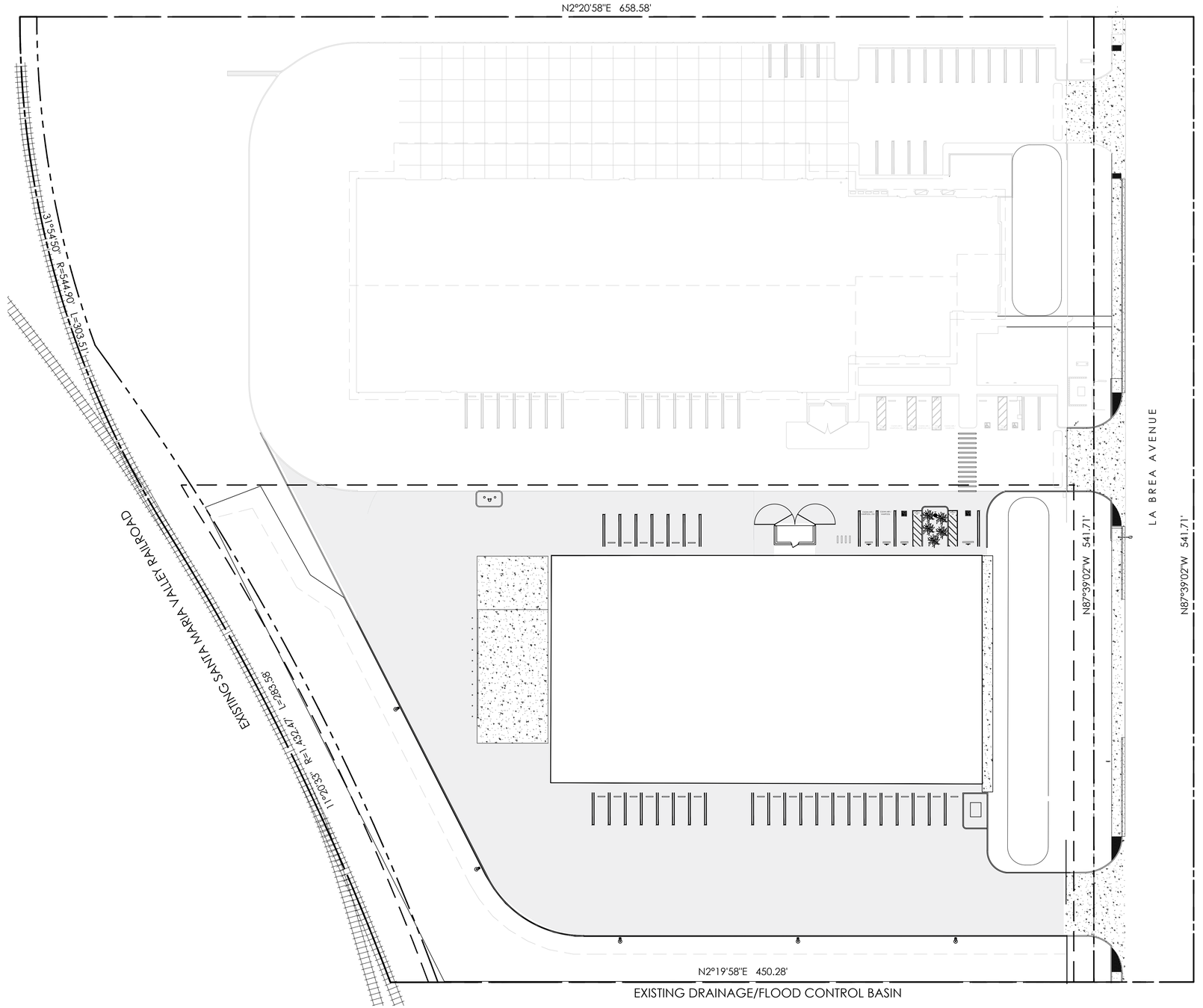
In accordance with Section 12-35.501 of the Municipal Code, this permit shall become null and void if the development authorized is, or has been, unused, abandoned, discontinued, or development has not been commenced within a period of three years. However, the approval body may consider extensions of time for additional periods of up to two years each, for a maximum overall permit life of seven years. A written request justifying the need and the appropriate filing fee filed with the Community Development Department shall be submitted prior to the expiration date.

Failure to comply with any of the conditions stated above may be cause for revocation or modification of this permit, in addition to any other penalties provided by law. All conditions of approval are to be completed prior to occupancy unless otherwise stated, and are to be maintained in perpetuity.

# SEASIDE PACKAGING WAREHOUSE II

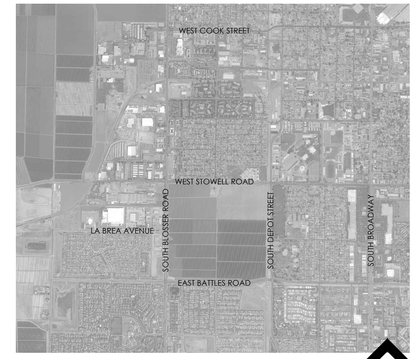
## CONDITIONAL USE PERMIT U2021-0002 AMENDMENT

## SANTA MARIA, CALIFORNIA




Overall Site Plan
Scale: 1" = 30'-0"

NORTH




Vicinity Map
Scale: Not to Scale

NORTH

PROJECT DESCRIPTION:

CONSTRUCT NEW 31,000 SQUARE FOOT AGRICULTURAL BOX STORAGE WAREHOUSE, ASSOCIATED PARKING, ONE LOADING DOCK, LANDSCAPING, AND WATER BASINS ON 2.5 ACRES OF AN EXISTING 6.18 PARCEL. THIS IS PHASE II OF AN EXISTING WAREHOUSE ON THE SAME PROPERTY. THERE WILL BE NO RETAIL SALES OR SERVICES ON THE PREMISIS.

OWNER / DESIGN TEAM

| | |
|---|---|
| PROPERTY OWNER: | BILLY OWCZARSKI<br>SEASIDE PACKAGING, INC.<br>1450 E. WOOLEY ROAD<br>OXNARD, CALIFORNIA, 93030<br>805. 483.4240, billy@seasidepackaging.com |
| ARCHITECT: | SHANE MAPLES, ARCHITECT, C37563<br>OMNI DESIGN, INC.<br>1326 CHORRO STREET<br>SAN LUIS OBISPO, CALIFORNIA 93401<br>805. 544.9700, smaples@omnidesign.us |
| CIVIL ENGINEER: | BRANDON MARCHELL, P.E. C 92955<br>OMNI DESIGN GROUP, INC.,<br>1326 CHORRO STREET<br>SAN LUIS OBISPO, CALIFORNIA 93401<br>805. 544.9700, bmarchell@omnidesign.us |
| ELECTRICAL ENGINEER: | JMPE ELCTRICAL ENGINEERS<br>JOHN MALONEY, P.E. 13083<br>127 WEST CLARK AVENUE, SUITE 204<br>SANTA MARIA, CALIFORNIA 93455<br>805.866.1390, sal@jmpe.net |
| LANDSCAPE ARCHITECT: | TERRY LEE, LANDSCAPE ARCHITECT<br>RLA 4108, ARBORIST, LEED GR<br>319 NORTH HIGHWAY 1, SPC 54<br>GROVER BEACH, CALIFORNIA 93433<br>805.459.0794, terryleeasla@gmail.com |

SITE INFORMATION

| | |
|---|---|
| LOCATION: | 1500 WEST LA BREA AVENUE, SANTA MARIA |
| A.P.N: | 117-240-034 |
| GENERAL PLAN DESIGNATION: | GI - GENERAL INDUSTRIAL |
| ZONING: | M2 - GENERAL MANUFATURING |
| SIZE OF PROJECT AREA: | 2.5 ACRES (110,398 SF) |
| SIZE OF PARCEL: | 6.18 ACRES GROSS (269,401 SF) |
| PRESENT USE: | EXISTING WAREHOUSE |
| ACCESS: | THREE (E) DRIVEWAYS OFF LA BREA AVENUE |

| | | |
|---|---|---|
| SURROUNDING USES / ZONING: | | |
| NORTH | SANTA MARIA VALLEY RAILROAD | |
| SOUTH | SMALL LOT, SINGLE FAMILY RESIDENTIAL | |
| EAST | OLD DOMINION DISTRIBUTION FACILITY: M2-GENERAL MANUFACTURING | |
| WEST | EXISTING DRAINAGE/FLOOD CONTROL BASIN | |
| PARKING REQUIRED AND SPACES PROVIDED PER CITY OF SANTA MARIA ORDINANCE SECTION 12-32.03: | 1 PER 1,040 SQUARE FEET = (30) 9' X19' FULL SIZE<br>INCLUSIVE OF (2) CLEAN AIR/VAN POOL/EV SPACES PER TABLE 5.106.52<br>INCLUSIVE OF (2) ACCESSIBLE SPACES (1 VAN, AND 1 STANDARD), PER TABLE 11B.208.2 | |
| SETBACKS: | FRONT - | REQUIRED: 20'-0"<br>PROVIDED: 62'-8" FROM ROW EASEMENT |
| | SIDE - | REQUIRED: NONE<br>PROVIDED: 302'-3" (EAST)<br>PROVIDED: 112'-0" (WEST) |
| | REAR - | REQUIRED: NONE<br>PROVIDED: 100'-3" MINIMUM |
| BUILDING COVERAGE: | 31,000 SQUARE FEET (12%) (CUMULATIVE 27%) | |
| PAVED AREA: | 50,829 SQUARE FEET (30%) (CUMULATIVE 70%) | |
| LANDSCAPE AREA: (INCLUDING STORMWATER BASINS) | 28,569 SQUARE FEET (11%) (CUMULATIVE 30%) | |

BUILDING DATA

| | | |
|---|---|---|
| HEIGHT: SMMC 12-17.09 | 37'-0" PROPOSED | 40' PERMITTED |
| PROPOSED AREA: CBC 507.5 | 31,000 SF PROPOSED | UNLIMITED |
| CONSTRUCTION TYPE: | TYPE VB, SPRINKLERED | |
| OCCUPANCY GROUP: | S-1/B | |
| HIGH PILE STORAGE: | YES | |
| SPRINKLERED: | YES | |

Project Data


CUP1.0 Cover Sheet and Overall Site Plan
CUP2.0 Existing Site Plan
CUP2.1 Partial Proposed Site Plan
CUP3.0 Exterior Elevations
CUP4.0 Floor Plan
CUP5.0 General Fire Safety Requirements
C1.0 Preliminary Grading and Drainage Plan
C2.0 Preliminary Site and Utility Plan
C3.0 Erosion Control Plan
C3.1 Erosion Control Details
C4.0 Vehicle Tracking Analysis
L1.0 Preliminary Landscape Plan
E1.2 Photometric Plan
E1.3 Lighting Schedule and Statistics


Sheet Index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OMNI DESIGN
INCORPORATED
Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401


Project:
PACKAGING WAREHOUSE II
1475 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA


All designs and other information on these drawings are for use on this specific project and shall not be used otherwise without the expressed written permission of Omni Design Incorporated.

Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on this job and this office shall be notified in writing of any variations from the dimensions or conditions shown in these drawings.

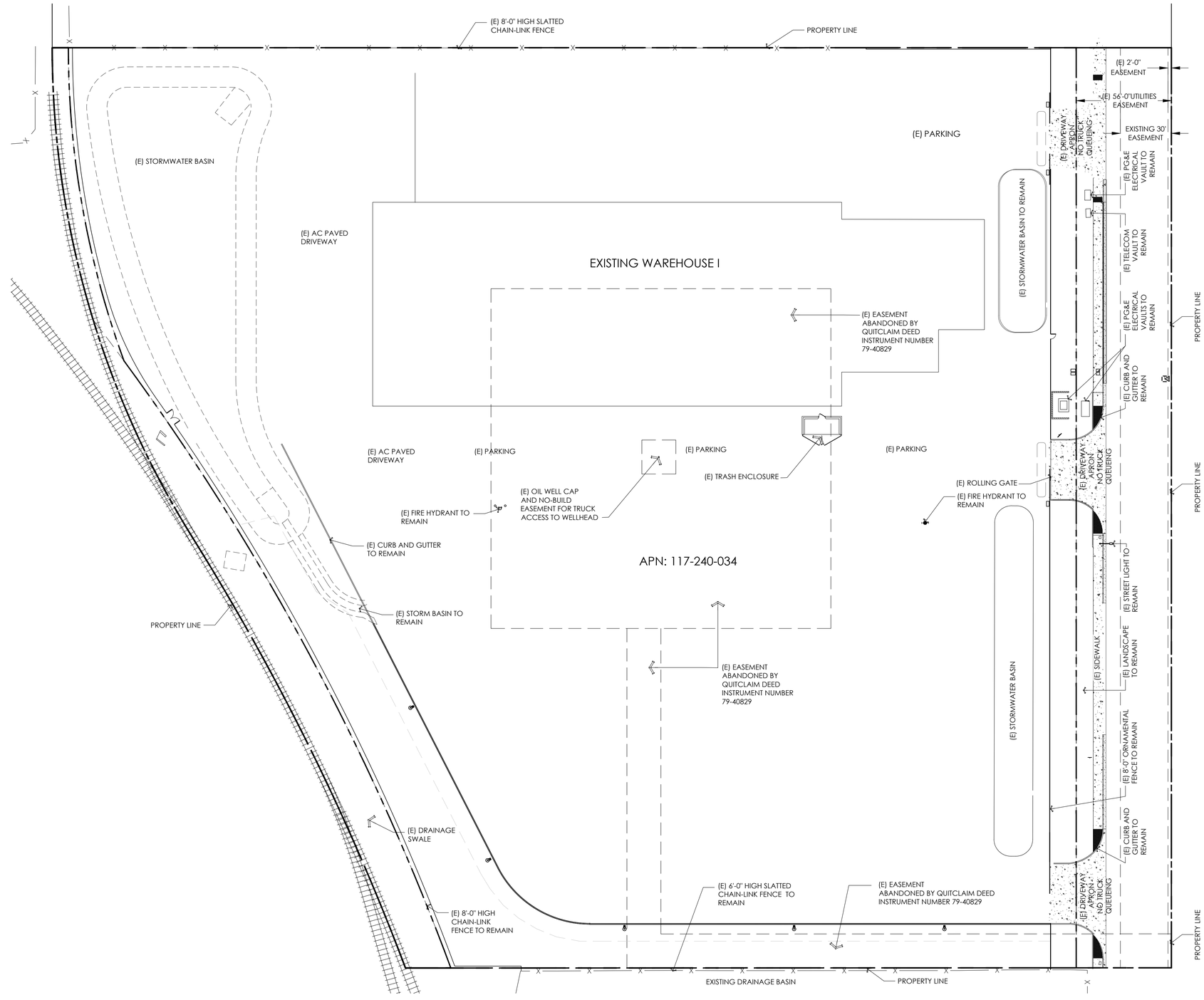

PROJECT NUMBER: 1255-02

DATE: 06.10.2025

SHEET TITLE:
COVER SHEET AND OVERALL SITE PLAN

SHEET NUMBER:
CUP1.0

ATTACHMENT D - PLAN SET




## Existing Site Plan

Scale: 1" = 30'-0"

0 15 30 60 120

NORTH

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PROJECT NUMBER: 1255-02

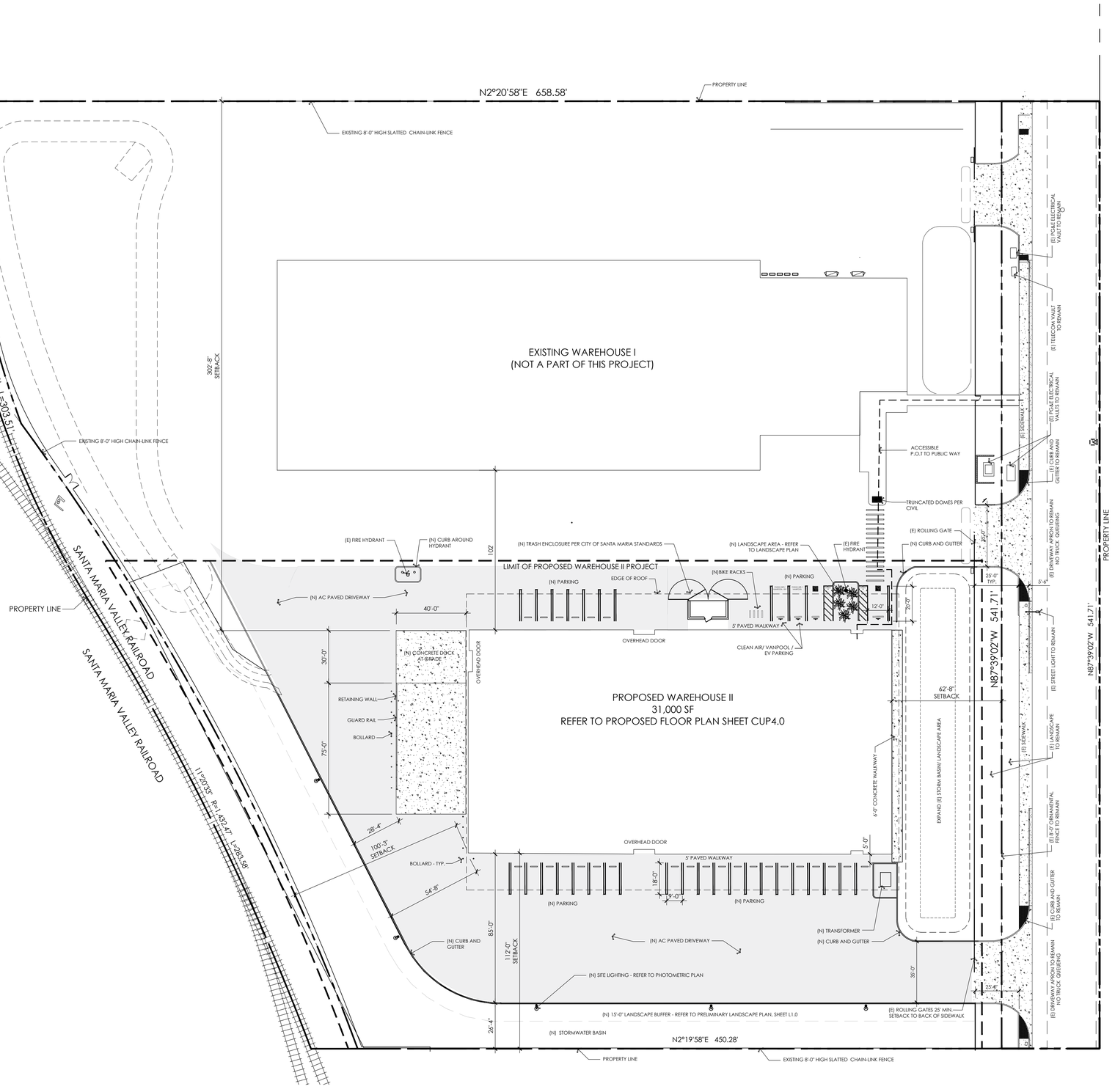
DATE: 06.10.2025

SHEET TITLE:

EXISTING SITE PLAN

SHEET NUMBER:

CUP2.0




## Proposed Site Plan

Scale: 1" = 30'-0"

0 15 30 60 120

NORTH



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1326 CHORRO STREET
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C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE: 06.10.2025

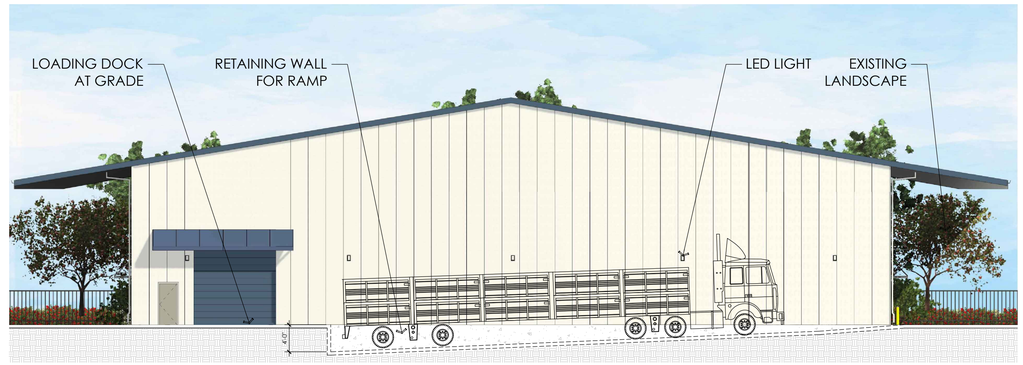
SHEET TITLE:

PROPOSED SITE PLAN

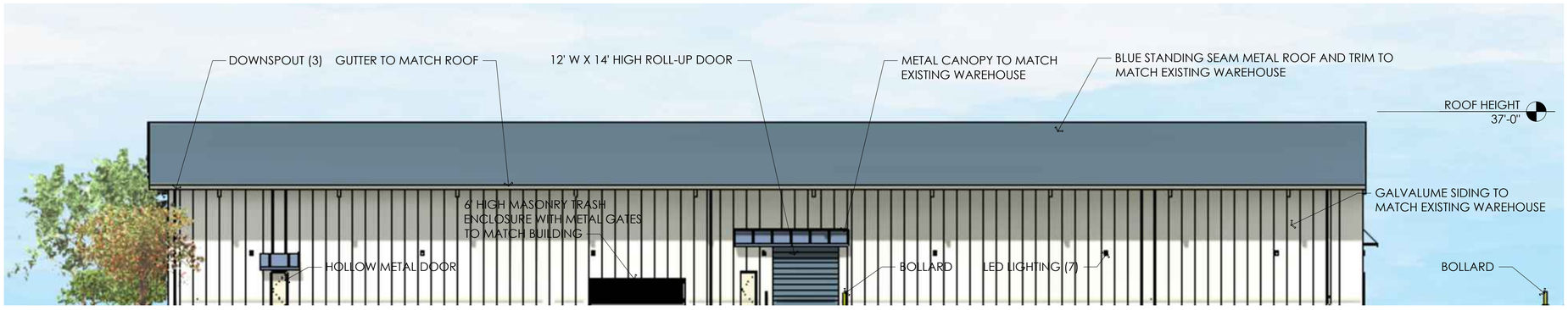
SHEET NUMBER:

CUP2.1

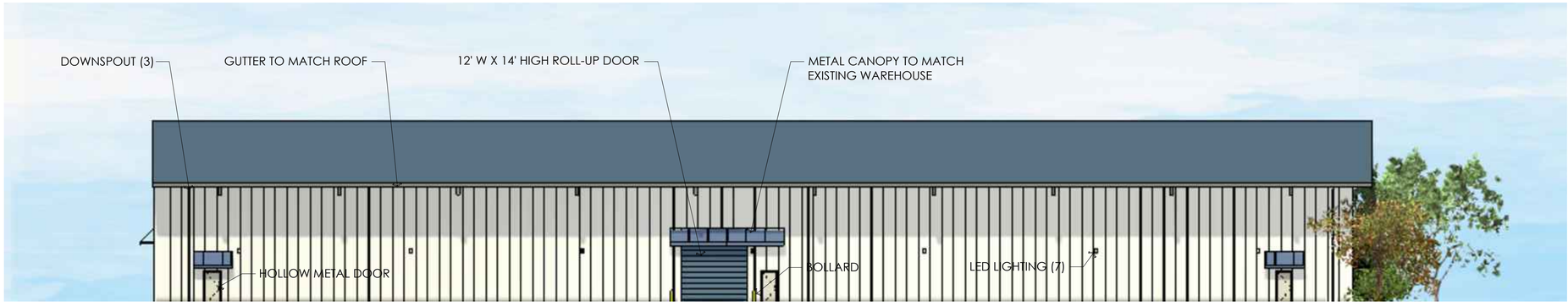
## South Elevation
Scale: 3/32" = 1"-0"




## North Elevation
Scale: 3/32" = 1"-0"




## East Elevation
Scale: 3/32" = 1"-0"




## West Elevation
Scale: 3/32" = 1"-0"

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1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

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1475 WEST LA BREA AVENUE
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Client:
SEASIDE PACKAGING

1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
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LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE: 07.15.2025

SHEET TITLE:
EXTERIOR ELEVATIONS

SHEET NUMBER:
CUP3.0

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1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:

## PACKAGING WAREHOUSE II

1475 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

## SEASIDE PACKAGING

1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030




NOTE: ALL CANOPIES WILL BE DESIGNED AND CONSTRUCTED TO WITHSTAND WIND OR OTHER LATERAL LOADS AND LIVE LOADS, AND SHALL MEET ALL APPLICABLE CRITERIA SPECIFIED IN THE 2022 CBC. THE COVERINGS WILL COMPLY WITH THE REQUIREMENTS OF THE 2022 CBC SECTION 3105.3

## SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
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PROJECT NUMBER: 1255-02

DATE: 06.10.2025

SHEET TITLE:

## PROPOSED FLOOR PLAN

SHEET NUMBER:

# CUP4.0

## Proposed Floor Plan

Scale:1/16" = 1'-0"

NORTH

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1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:

PACKAGING WAREHOUSE II

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SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING

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OXNARD | CALIFORNIA | 93030

# GENERAL FIRE SAFETY REQUIRMENTS

**GENERAL FIRE SAFETY REQUIREMENTS:**

EMERGENCY CONTACT INFORMATION:

AN "EMERGENCY CONTACT INFORMATION FORM SHALL BE FILLED OUT AND RETURNED TO THE FIRE DEPARTMENT PRIOR TO ISSUANCE OF A BUILDING PERMIT. THIS FORM PROVIDES INFORMATION ON EMERGENCY CONTACTS FOR THE GENERAL CONTRACTOR AND/OR OWNERS OF THE PROJECT AFTER NORMAL BUSINESS HOURS.

KEY BOX:

A. A FIRE DEPARTMENT APPROVED KEY BOX SHALL BE PROVIDED AT THE MAIN ENTRANCE TO THE BUILDING/TENANT SPACE. THE BOX SHALL CONTAIN ALL KEYS NECESSARY TO ALLOW THE FIRE DEPARTMENT ACCESS TO ALL PORTIONS OF THE BUILDING OR TENANT SPACE.

B. THE BOX SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND PLACED A MINIMUM OF 84 INCHES ABOVE THE ADJACENT GRADE.

C. KEY BOX APPLICATIONS SHALL BE OBTAINED FROM **THE FIRE DEPARTMENT BUSINESS OFFICE, 314 WEST COOK ST. #8.** THE KEY BOX SHALL BE ORDERED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. KNOX COMPANY PART NUMBER 3202 IS THE MINIMUM ACCEPTABLE BOX FOR COMMERCIAL INSTALLATIONS. KNOX BOXES IDENTIFIED AS "RESIDENTIAL" SHALL NOT BE USED FOR COMMERCIAL APPLICATIONS.

D. **THE KEY BOX SHALL BE INSTALLED PRIOR TO FINAL OCCUPANCY CLEARANCE BEING GRANTED.** (ALLOW 7 TO 10 DAYS FROM TIME OF ORDER UNTIL DELIVERY OF THE KEY BOX.)

E. THE NOMINAL HEIGHT OF KNOX BOX INSTALLATIONS SHALL BE **FIVE (5) FEET ABOVE GRADE.**

PORTABLE FIRE EXTINGUISHERS: EXTINGUISHERS SHAL BE PROVIDED ACCORDING TO OCCUPANCY TYPE AND SIZE AS FOLLOWS:

A. 2A10BC MINIMUM REATING PLACED IN SUFFICIENT QUANTITY SO TRAVEL DISTANCE DOES NOT EXCEED 75 FEET.

B. ALL UNITS SHALL BE CLEARLY VISIBLE AND MOUNTED SO THE TOP OF THE UNIT IS NOT HIGHER THAN 60 INCHES ABOVE THE FLOOR. THE PROPOSED LOCATIONS OF ALL EXTINGUISHERS SHALL BE SHOWN ON YOUR PLANS.

ADDRESS NUMBERS: NEW AND EXISTING BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. THESE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND. WHERE REQUIRED BY THE FIRE CODE OFFICIAL, ADDRESS NUMBERS SHALL BE PROVIDED IN ADDITIONAL APPROVED LOCATIONS TO FACILITATE EMERGENCY RESPONSE. ADDRESS NUMBERS SHALL BE ARABIC NUMBERS OR ALPHABETICAL LETTERS. COMMERCIAL, INDUSTRIAL, AND MULTI-FAMILY RESIDENTIAL OCCUPANCIES SHALL PROVIDE ADDRESS NUMBERS WITH A MINIMUM HEIGHT OF 12" AND A MINIMUM STROKE WIDTH OF 1.5." LARGER NUMBERS MAY BE REQUIRED FOR EXTERIOR ELEVATIONS WITH SETBACKS OR BUILDING FEATURES THAT MINIMIZE VISIBILITY. SMMC SEC. 9-28.050(D)

**EMERGENCY RESPONDER RADIO COVERAGE IN NEW BUILDINGS:**

ALL NEW BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING. THIS SECTION SHALL NOT REQUIRE IMPROVEMENT OF THE EXISTING PUBLIC SAFETY COMMUNICATION SYSTEMS. THE EMERGENCY RESPONDER RADIO COVERAGE SYSTEM SHALL COMPLY WITH ONE OF THE FOLLOWING:

A. AN EMERGENCY RADIO SYSTEM INSTALLED IN ACCORDANCE WITH THE LOCAL AUTHORITY HAVING JURISDICTION'S ORDINANCE.

B. AN EMERGENCY RADIO COVERAGE SYSTEM INSTALLED IN ACCORDANCE WITH CITY OF SANTA MARIA FIRE DEPARTMENT'S EMERGENCY RESPONDER DIGITAL RADIO GUIDELINE.

**ACCESS REQUIREMENTS:**

ACCESS: FIRE DEPARTMENT ACCESS REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA FIRE CODE.

ACCESS ROADS: ALL WEATHER SURFACE ACCESS ROADS SHALL BE INSTALLED AND APPROVED BY THE FIRE DEPARTMENT PRIOR TO THE START OF CONSTRUCTION. MINIMUM ROAD STANDARDS:

A. FIRE LANES SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 24 FEET WHEN THE HEIGHT OF A BUILDING DOES NOT EXCEED 35 FEET. BUILDINGS WITH HEIGHTS IN EXCESS OF 35 FEET WILL REQUIRE AN UNOBSTRUCTED FIRE LANE TO BE AT LEAST 30 FEET IN WIDTH. ALL ROOF HEIGHT DIMENSIONS SHALL BE MEASURED ON A VERTICAL PLANE FROM THE LOWEST LEVEL OF VEHICULAR ACCESS TO THE HIGHEST POINT OF THE ROOFS EDGE, OR TO THE TOP OF THE PARAPET, WHICHEVER IS HIGHER.

B. 4" CLASS II ROAD BASE COMPACTED TO 95%.

C. ALLOW FIRE DEPARTMENT ACCESS TO WITHIN 150 FEET OF ANY PORTION OF ANY BUILDING.

D. 15-1/2 FOOT OVERHEAD CLEARANCE.

TEMPORARY ACCESS ROADS: TEMPORARY ACCESS ROADS AND/OR ACCESS ISSUES DURING CONSTRUCTION SHALL BE REVIEWED, INSPECTED AND APPROVED BY THE FIRE DEPARTMENT **PRIOR TO THE ISSUANCE OF THE BUILDING PERMIT.**

A. ACCESS ROADS SHALL BE MAINTAINED CLEAR AND UNOBSTRUCTED FOR THE DURATION OF THE CONSTRUCITON PROJECT.

B. **FAILURE TO MAINTAIN CLEAR AND UNOBSTRUCTED ACCESS ROADS MAY RESULT IN A "STOP WORK" ORDER BEING ISSUED FOR THE PROJECT.**

FIRE ACCESS ROAD SIGNAGE: FIRE DEPARTMENT ACCESS SIGNAGE SHALL BE PLACED AT EACH ENTRANCE TO THE PROJECT.

A. SIGNAGE DESIGN IS INCLUDED WITH THESE COMMENTS.

B. **SIGNS SHALL BE INSTALLED PRIOR TO ISSUANCE OF A BUILDING PERMIT.**

FIRE LANE SIGNS: "NO PARKING, FIRE LANE" SIGNS SHALL BE POSTED AT EACH ENTRANCE INTO THE PROJECT. SIGNS SHALL BE DESIGNED PER SANTA MARIA FIRE DEPARTMENT SPECIFICATIONS, ALL CURBING NOT WITHIN PARKING SPACE SHALL BE PAINTED RED TO DESIGNATE THE FIRE LANES.

MOTORIZED GATES:

A. ALL ELECTRICALLY OPERATED GATES WHICH ARE INSTALLED ACROSS REQUIRED FIRE ACCESS ROADS OR PATHWAYS SHALL HAVE A KNOX BRAND ACCESS SWITCH INSTALLED WHICH WILL OPEN THE GATE. THE SWITCH SHALL BE INSTALLED SO IT WILL OPEN THE GATE AND THE GATE WILL REMAIN IN THE OPEN POSITION UNTIL RESET BY THE FIRE DEPARTMENT. THE GATE SHALL HAVE A MANUAL MEANS OF OPENING IN THE EVENT OF A POWER FAILURE AND SHALL BE ACCESSIBLE FROM THE EXTERIOR OF THE PROPERTY. IN ADDITION TO THE KNOX BRAND SWITCH, AN OPTICOM STROBE DEVICE SHALL BE INSTALLED FOR RAPID ACCESS THROUGH VEHICLE ACCESS GATES FOR EMERGENCY VEHICLES.

OPTICOM FOR MOTORIZED GATES: OPTICOM STROBE DEVICE SHALL BE INSTALLED FOR RAPID ACCESS THROUGH VEHICLE ACCESS GATES FOR EMERGENCY VEHICLES.

A. **COMMERCIAL PROPERTY ELECTRICALLY OPERATED GATES** - STROBE SWITCHES ARE REQUIRED TO OPEN THE GATE SYSTEM BY OPTICOM EMITTERS MOUNTED ON EMERGENCY RESPONSE APPARATUS.

B. **FLASH CYCLE** - OPTICOM RECEIVERS MUST BE SET TO MODEL 792 H.

C. **DELAY** - OPTICOM OPERATED GATES MUST HAVE A MINIMUM TWO (2) MINUTE DELAY BEFORE CLOSING IS ACTIVATED.

D. THE MINIMUM RECIEVER HEIGHT ABOVE FINISH GRADE SHALL BE (8) FEET.

MANUALLY OPERATED GATES:

ALL MANUALLY OPERATED GATES WHICH ARE INSTALLED ACROSS REQUIRED FIRE ACCESS ROADS OR PATHWAYS AND WHICH ARE LOCKED SHALL HAVE A KNOX BRAND PADLOCK INSTALLED. THE KNOX PADLOCK SHALL BE INTEGRATED WITH ANY OTHER LOCK IN SUCH MANNER AS TO ALLOW THE GATE TO BE OPENED BY UNLOCKING THE KNOX PADLOCK ONLY.

VEHICLE ACCESS WIDTH:

FIRE DEPARTMENT APPARATUS ACCESS WIDTH SHALL NOT BE LESS THAN 24 FEET AND UNOBSTRUCTED. FIRE ACCESS STREETS, DRIVES OR ROADS ADJACENT TO BUILDING FRONTS IN COMMERCIAL CENTERS SHALL NOT BE LESS THAN 27 FEET WIDE. THE FIRE ACCESS WIDTH SHALL BE MEASURED WITH THE GATE IN THE FULLY OPEN POSITION FROM WHICHEVER POINT PROTRUDES FURTHEST INTO THE ACCESS WIDTH TO THE SAME POINT ON THE OPPOSITE E.G., EGDE OF GATE TO CURB, CURB TO CURB, CURB TO FENCE POST, ETC.

GATE CONTROLS:

SHALL BE OPERABLE BY AN APPROVED EMERGENCY OVERRIDE KEY SWITCH, WHICH IS AN INTEGRAL PART OF THE MECHANISM. IN THE EVENT OF A POWER FAILURE, THE GATE SHALL BE AUTOMATICALLY TRANSFERRED TO A FAIL-SAFE MODE ALLOWING THE GATE TO BE PUSHED OPEN WITHOUT THE USE OF SPECIAL KNOWLEDGE OR ANY EQUIPMENT. IF A TWO-GATE SYSTEM IS USED, THE OVERRIDE SWITCH MUST OPEN BOTH GATES.

TURN AROUND: DEAD END FIRE APPARATUS ACCESS ROAD IS REQUIRED TO HAVE A TURNAROUND OR OTHER MEANS AS APPROVED BY THE FIRE DEPARTMENT.

FIRE LANE SIGNS: "NO PARKING, FIRE LANE" SIGNS SHALL BE POSTED AT EACH ENTRANCE.

A. SIGNS SHALL BE DESIGNED PER SANTA MARIA FIRE DEPARTMENT SPECIFICATIONS. FIRE APPARATUS ACCESS LANES AND ROADS SHALL BE IDENTIFIED BY CURBS PAINTED RED ON BOTH THE TOP AND FACE ALONG THE ENTIRE LENGTH OF THE FIRE APPARATUS ACCESS ROAD. WHERE NO CURB EXISTS OR A ROLLED CURB IS INSTALLED, A SIX (6) INCH WIDE RED STRIP OR APPROVED POSTED SIGNS APPLIED THE FULL LENGTH OF THE FIRE APPARATUS ACCESS ROAD SHALL BE INSTALLED.

**WATER SUPPLY REQUIREMENTS:**

FIRE FLOW: FIRE FLOW SHALL BE IN ACCORDANCE WITH THE 2022 CALIFORNIA FIRE CODE, APPENDIX B.

FIRE HYDRANTS:

A. FIRE HYDRANTS SHALL BE INSTALLED PER CITY OF SANTA MARIA PUBLIC WORKS STANDARD #WA 31.

B. COMMERCIAL, MULTI-FAMILY RESIDENTIAL AND INDUSTRIAL DEVELOPMENTS SHALL BE SPACED SO TRAVEL DISTANCE DOES NOT EXCEED 350 FEET.

1. TO THE EXTENT POSSIBLE, HYDRANTS SHOULD BE LOCATED AT INTERSECTIONS TO MINIMIZE THE IMPACT TO ON-STREET PARKING. **HYDRANT SPACING MAY BE ALTERED TO MEET THIS NEED ON A CASE-BY-CASE BASIS.**

C. FIRE HYDRANTS SHALL BE INSTALLED AND OPERATION PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.

D. THE FIRE DEPARTMENT SHALL INSPECT AND APPROVE ALL FIRE HYDRANT INSTALLATIONS FOR OPERATIONAL READINESS PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.

E. **NON-COMPLIANCE WITH THIS REQUIREMENT MAY RESULT IN A "STOP WORK" ORDER BEING ISSUED.**

FIRE HYDRANT SIZE AND OUTLETS: FIRE HYDRANT SIZE AND OUTLETS SHALL BE REQUIRED AS DETERMINED BY THE FIRE CODE OFFICIAL.

1. RESIDENTIAL STANDARD - ONE (1) FOUR (4) INCH OUTLET, AND ONE (1) TWO AND ONE HALF (2 1/2) INCH OUTLET.
2. SUPER HYDRANT STANDARD - ONE (1) FOUR (4) INCH OUTLET, AND TWO (2) TWO AND ONE HALF 2 1/2) INCH OUTLET.
3. SUPER HYDRANT ENHANCED - TWO (2) FOUR (4) INCH OUTLET, AND ONE (1) TWO AND ONE HALF (2 1/2) INCH OUTLET.

FIRE HYDRANT DISTRIBUTION: SHALL BE IN ACCORDANCE WITH THE 2022 CALIFORNIA FIRE CODE, APPENDIX C.

ON-SITE FIRE HYDRANTS: ON-SITE HYDRANTS ARE REQUIRED WHEN ANY PORTION OF THE FACILITY OR BUILDING TO BE PROTECTED IS IN EXCESS OF 150 FEET FROM A WATER SUPPLY ON A PUBLIC STREET, AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE FACILITY OR BUILDING. ON-SITE FIRE HYDRANTS SHALL BE A MINIMUM OF 50 FEET FROM ANY BUILDING.

A. AUTOMATIC FIRE SPRINKLER SYSTEMS MAY BE SUBSTITUTED FOR ON-SITE HYDRANTS UPON REQUEST OF APPLICANT.

FIRE HYDRANT PROTECTION: ON-SITE FIRE HYDRANTS SHALL BE PROTECTED FROM IMPACT IN ACCORDANCE WITH CITY OF SANTA MARIA PUBLIC WORKS STANDARD #WA-20.

WATER LINES: WATER LINES SHALL BE INSTALLED PER CITY OF SANTA MARIA PUBLIC WORKS STANDARDS AND N.F.P.A. STANDARDS. FOR COMMERCIAL, MULTI-FAMILY RESIDENTIAL AND INDUSTRIAL DEVELOPMENTS, MINIMUM MAIN SIZE SHALL BE 8".

A. **WATER LINES SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.**

HYDRANT MARKERS: REFLECTIVE BLUE DOT FIRE HYDRANT LOCATION MARKERS SHALL BE INSTALLED.

**FIRE SUPPRESSION SYSTEMS:**

FIRE SPRINKLER SYSTEM:

A. ALL FIRE SPRINKLER SYSTEMS SHALL BE EQUIPPED WITH A LOCAL WATER FLOW ALARM.

DEFERRED SUBMITTAL OF FIRE SPRINKLER PLANS AND CALCULATIONS IS PERMITTED. THE PLANS AND CALCULATIONS SHALL BE SUBMITTED, REVIEWED AND APPROVED **PRIOR** TO THE APPROVAL OF FRAMING BY THE BUILDING OFFICIAL. **ANY FIRE SPRINKLER SYSTEM WORK DONE WITHOUT APPROVED PLANS AND A BUILDING PERMIT ON THE JOB SITE MAY RESULT IN THE ISSUANCE OF A "STOP WORK" ORDER. IN ADDITION, ALL SPRINKLER SYSTEM COMPONENTS INSTALLED WITHOUT APPROVED PLANS AND A BUILDING PERMIT MAY BE REQUIRED TO BE IMMEDIATELY REMOVED FROM THE BUILDING.** THIS MAY CAUSE SIGNIFICANT DELAY TO THE COMPLETION OF THE PROJECT.

SEPARATE DRAWINGS AND SUBMITTAL FOR PLANS IS REQUIRED.

FIRE DEPARMENT CONNECTION: ALL NEWLY INSTALLED FIRE DEPARTMENT CONNECTIONS WILL BE REQUIRED TO INSTALL KNOX BRAND FDC CAPS. THIS ALSO INCLUDES EXISTING BUSINESSES THAT PERFORM WORK TO THE STRUCTURE THAT REQUIRES A BUILDING PERMIT OR ANY TENANT IMPROVEMENT.

VISIBLE LOCATIONS: FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED ON THE FRONT ACCESS SIDE OF BUILDINGS, FULLY VISIBLE AND RECOGNIZABLE FROM THE STREET OR NEAREST POINT OF FIRE DEPARTMENT VEHICLE ACCESS OR AS OTHERWISE APPROVED BY THE FIRE CHIEF OR HIS/HER DESIGNEE. THE LOCATION OF FIRE DEPARTMENT CONNECTIONS SHALL BE APPROVED AND INSTALLED AS FOLLOWS:

A. WITHIN 40 FEET OF AN APPROVED ROADWAY OR DRIVEWAY AND ARRANGED SO THAT HOSE LINE CAN BE REDILY ATTACHED TO THE INLETS WITHOUT INTERFERENCE FROM ANY NARBY OBJECTS INCLUDING BUILDINGS, FENCES, POSTS, PLANTINGS, OR OTHER FIRE DEPARTMENT CONNECTIONS OR OTHERWISE APPROVED BY THE FIRE CHIEF OR HIS/HER DESIGNEE.

B. WITHIN 50 FEET OF AN APPROVED HYDRANT.

C. SO THAT THE INLET HEIGHT SHALL NOT BE LESS THAN 18 INCHES OR MORE THAN 48 INCHES ABOVE GRADE.

D. GUARD POSTS OR OTHER APPROVED MEANS SHALL BE REQUIRED TO PROTECT FIRE DEPARTMENT INLET CONNECTIONS FROM VEHICULAR DAMAGE.

**FIRE ALARM SYSTEMS**

FIRE ALARM SYSTEM: A FIRE ALARM SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 72 STANDARDS.

DEFERRED SUBMITTAL OF FIRE ALARM PLANS IS PERMITTED. THE PLANS SHALL BE SUBMITTED, REVIEWED AND APPROVED **PRIOR** TO THE START OF FRAMING.
**ANY FIRE ALARM SYSTEM WORK DONE WITHOUT APPROVED PLANS AND A BUILDING PERMIT ON THE JOB SITE MAY RESULT IN THE ISSUANCE OF A "STOP WORK" ORDER. IN ADDITION, ALL SPRINKLER SYSTEM COMPONENTS INSTALLED WITHOUT APPROVED PLANS AND A BUILDING PERMIT MAY BE REQUIRED TO BE IMMEDIATELY REMOVED FROM THE BUILDING.** THIS MAY CAUSE SIGNIFICANT DELAY TO THE COMPLETION OF THE PROJECT.

FIRE ALARM SYSTEM: FIRE ALARM SSYSTEM SHALL BE INSTALLED FOR THE FIRE SPRINKLER SYSTEM.

**LIFE SAFETY REQUIREMENTS:**

EMERGENCY LIGHTING: EMERGENCY LIGHTING SHALL BE PROVIDED FOR EMERGENCY EGRESS. THERE SHALL BE A MINIMUM OF ONE LUMEN AT THE FLOOR.

A. CALCULATIONS SHALL BE PROVIDED FOR THE EMERGENCY LIGHTING LUMENS.

B. A POWER OFF TEST WILL BE REQUIRED PRIOR TO OCCUPANCY TO DETERMINE EMERGENCY LIGHTING ADEQUACY.

**EXITING:**

A. ALL EXITING SHALL COMPLY WITH THE BUILDING CODE.

B. ALL EXITS SHALL BE PROVIDED WITH AN ALL WEATHER SURFACE WALKWAY MEETING THE FOLLOWING:

1. 48-INCH MINIMUM WIDTH
2. 96-INCH MINIMUM OVERHEAD CLEARANCE
3. CORRIDOR WIDTH SHALL BE 44"
4. SHALL LEAD TO A PUBLIC WAY

**STORAGE OF COMBUSTIBLE MATERIALS:**

STORAGE: ALL STORAGE INSIDE OF A BUILDING SHALL BE **12 FEET OR LESS. ANY PROPOSED STORAGE HIGHER THAN 12 FEET MAY REQUIRE ADDITIONAL FIXED FIRE PROTECTION SYSTEMS AND SHALL REQUIRE FIRE DEPARTMENT REVIEW AND APPROVAL.**

**HAZARDOUS MATERIALS:**

HAZARDOUS MATERIALS STORAGE:

A. ALL STORAGE OF HAZARDOUS MATERIALS SHALL BE DONE IN ACCORDANCE WITH THE FIRE CODE AND BUILDING CODE.

B. A KEY BOX SHALL BE INSTALLED PER FIRE DEPT. SPECS. AT THE MAIN ENTRANCE AND SHALL CONTAIN THE MATERIAL SAFETY DATA SHEETS FOR THE PRODUCTS STORED. A FLOOR PLAN DETAILING WHERE THEY ARE STORED, KEYS ALLOWING FIRE DEPARTMENT ACCESS TO ALL PORTIONS OF THE BUILDING, AND THE QUANTITIES STORED. KEY BOX APPLICATION IS INCLUDED WITH THESE PLAN REVIEW COMMENTS. **THE KEY BOX SHALL BE ORDERED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.**

C. **THE KEY BOX SHALL BE INSTALLED PRIOR TO FINAL OCCUPANCY CLEARANCE BEING GRANTED.** (ALLOW 7 TO 10 BUSINESS DAYS FROM TIME OF ORDER UNTIL DELIVERY OF THE KEY BOX.)

D. ALL FLAMMABLE/COMBUSTIBLE LIQUIDS SHALL BE STORED IN A UL LISTED FLAMMABLE LIQUIDS STORAGE CABINET. THE CABINET SHALL BE LABELED "DANGER, FLAMMABLE LIQUIDS, NO SMOKING OR OPEN FLAMES" IN LETTERS NOT LESS THAN 4" IN HEIGHT AND IN CONTRAST WITH THEIR BACKGROUND.

BUSINESS PLAN: A BUSINESS PLAN SHALL BE PREPARED AND PROVIDED TO THE FIRE DEPARTMENT AND SANTA BARBARA COUNTY ENVIRONMENTAL HEALTH PRIOR TO OCCUPANCY.

**INSPECTION AND PERMIT REQUIREMENTS**

INSPECTIONS/APPROVALS: THE FIRE DEPARTMENT SHALL INSPECT/APPROVE THE FOLLOWING:

FIRE ACCESS ROAD(S). **PRIOR TO THE START OF CONSTRUCTION.**

FIRE HYDRANTS. **PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.**

WATER LINES. **PRIOR TO THE DELIVERY OF COMBUSTIBLE MATERIALS TO THE JOB SITE.**

SPRINKLERS PLANS AND CALCULATIONS - PRIOR TO THE START OF FRAMING.

UNDERGROUND AND OVERHEAD SPRINKLER PIPING - PRIOR TO CONCEALMENT.

FIRE ALARM SYSTEM ACCEPTANCE TEST PRIOR TO OCCUPANCY.

FINAL OCCUPANCY SIGN-OFF PRIOR TO OCCUPANCY.

ALL REQUIREMENTS SHALL BE COMPLETED PRIOR TO FINAL OCCUPANCY APPROVAL, EXCEPT AS NOTED OTHERWISE.

THE FIRE DEPARTMENT SHALL BE GIVEN 24 HOURS MINIMUM NOTICE FOR ALL INSPECTIONS. INSPECTION REQUEST LINE (805) 925-0951, EXTENSION 502

**NOTICE:**

**WHEN A FIRE INSPECTOR ARRIVES AT A JOB SITE FOR A SCHEDULED INSPECTION AND THE CONTRACTOR OR SUB-CONTRACTOR IS NOT READY FOR THE INSPECTION, THE CONTRACTOR OR SUB-CONTRACTOR MAY BE SUBJECT TO ADDITIONAL INSPECTION FEES AT THE DISCRETION OF THE FIRE CHIEF OR HIS OR HER DESIGNEE. THE MINIMUM CHARGE IS ONE (1) HOUR.**

SCHEMATIC DESIGN

| No. | Revision | Date | By |
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| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

All designs and other information on these drawings are for use on this specific project and shall not be used otherwise without the expressed written permission of Omni Design Incorporated.

Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on this job and this office shall be notified in writing of any variations from the dimensions or conditions shown in these drawings.

PROJECT NUMBER: 1255-02

DATE: 06.10.2025

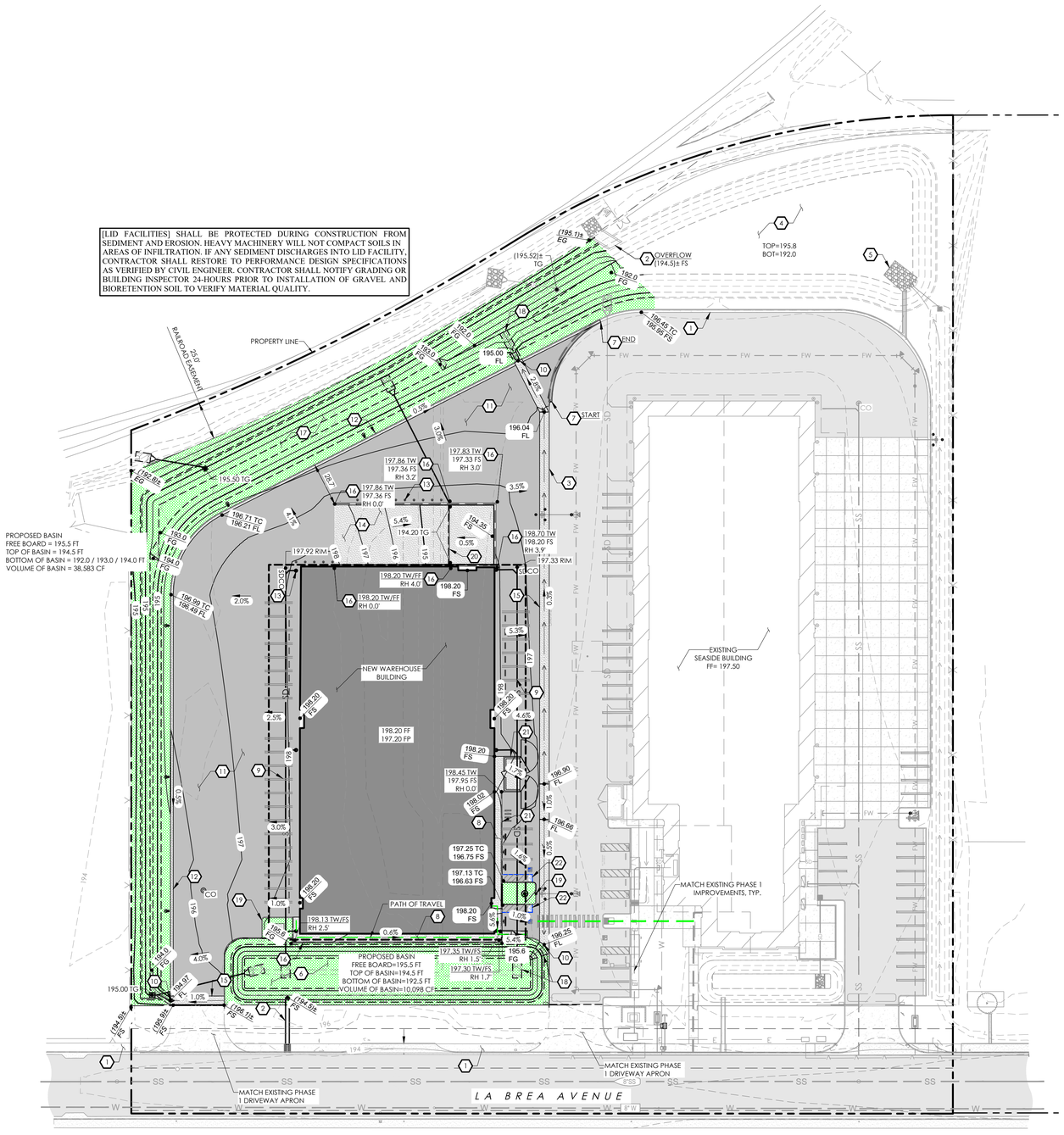
SHEET TITLE:

GENERAL FIRE SAFETY REQUIREMENTS

SHEET NUMBER:

CUP5.0

[LID FACILITIES] SHALL BE PROTECTED DURING CONSTRUCTION FROM SEDIMENT AND EROSION. HEAVY MACHINERY WILL NOT COMPACT SOILS IN AREAS OF INFILTRATION. IF ANY SEDIMENT DISCHARGES INTO LID FACILITY, CONTRACTOR SHALL RESTORE TO PERFORMANCE DESIGN SPECIFICATIONS AS VERIFIED BY CIVIL ENGINEER. CONTRACTOR SHALL NOTIFY GRADING OR BUILDING INSPECTOR 24-HOURS PRIOR TO INSTALLATION OF GRAVEL AND BIORETENTION SOIL TO VERIFY MATERIAL QUALITY.




PRELIMINARY GRADING AND DRAINAGE PLAN
SCALE: 1" = 40'

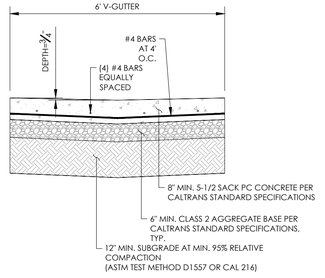
40' 0' 40'

## GENERAL NOTES

1. THE EXISTING SITE CONDITIONS HAVE BEEN COMPILED BASED ON DRAWINGS PROVIDED BY THE CLIENT. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO VERIFY FIELD CONDITIONS, ESPECIALLY AT CRITICAL JOIN LOCATIONS AND REPORT ANY/ALL DISCREPANCIES IMMEDIATELY TO THE ENGINEER OF RECORD FOR THEIR REVIEW PRIOR TO CONSTRUCTION.
2. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO CONTACT USA NORTH AT 811 BEFORE ANY TRENCHING OR EXCAVATION WORK.
3. THE GEOTECHNICAL / SOILS REPORT, IN ITS ENTIRETY, SHALL BE CONSIDERED A PART OF THESE PLANS.
4. RETAINING WALL(S) ARE SHOWN FOR GRADING PURPOSES ONLY. REFER TO STRUCTURAL DESIGN AND DETAILS BY OTHERS.
5. THE CONTRACTOR SHALL PROVIDE CONCRETE SPLASH BLOCKS TO PREVENT EROSION WHERE ROOF DOWNSPOUTS DRAIN ONTO FINISH-GRADED SOILS OR LANDSCAPED AREAS.
6. GRADE TO DRAIN AWAY FROM PROPOSED STRUCTURE AT S=5% FOR 10 FEET MIN. (OR TO A SWALE AT S=2% MIN.) TYPICAL. REFER TO CBC SECTION 1803.3.

1. PRESERVE EXISTING CONCRETE CURB, GUTTER, AND SIDEWALK IN PLACE.
2. PRESERVE EXISTING CONCRETE BASIN OUTFLOW STRUCTURE IN PLACE.
3. PRESERVE EXISTING FLUSH CURB IN PLACE.
4. PRESERVE EXISTING BIORETENTION BASIN IN PLACE.
5. PRESERVE EXISTING OVERSIDE DRAIN IN PLACE.
6. EXISTING BIORETENTION BASIN TO BE EXPANDED.
7. REMOVE AND PROPERLY DISPOSE THE EXISTING CURB AND GUTTER.
8. PLACE PEDESTRIAN CONCRETE PAVEMENT 2% MAX SLOPE.
9. INSTALL PARKING LOT STRIPING PER ARCHITECTURAL PLANS & DETAILS, TYP.
10. CONSTRUCT 6-FEET WIDE CURB CUT.
11. CONSTRUCT VEHICULAR ASPHALT PAVEMENT.
12. CONSTRUCT 6-INCH CONCRETE CURB AND 18-INCH GUTTER.
13. INSTALL REMOVABLE BOLLARD PER PG&E STANDARDS AND ARCHITECTURAL PLANS & DETAILS.
14. PLACE VEHICULAR CONCRETE PAVEMENT.
15. CONSTRUCT 6-FEET CROSS GUTTER PER DETAIL 13 SHOWN ON THIS PLAN.
16. CONSTRUCT CAST-IN-PLACE RETAINING WALL PER THE GRADES SHOWN ON THIS PLAN. MAINTAIN 6 INCHES MINIMUM OF COVER OVER THE TOP OF THE FOOTING. THE TOP OF WALL SHALL BE A MINIMUM OF 6 INCHES ABOVE THE HIGHEST ADJACENT GRADE IF CALL OUT IN THE GRADING PLAN.
17. PROPOSED BIORETENTION BASIN.
18. INSTALL RIP RAP AND PLACE WHERE THE SWALE ENDS.
19. CONSTRUCT 6-INCH CONCRETE CURB.
20. CONSTRUCT 6-INCH WIDE TRENCH DRAIN.
21. CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS & DETAILS.
22. INSTALL ACCESSIBLE PARKING SIGNAGE AND STRIPING.

## CONSTRUCTION NOTES 24




## 6' CROSS GUTTER DETAIL 13

| | |
|---|---|
| AREA OF DISTURBANCE: | 112,350 SQUARE FEET |
| IMPERVIOUS AREA: | 90,570 SQUARE FEET |
| MAXIMUM CUT HEIGHT: | 5.9 FEET |
| MAXIMUM FILL HEIGHT: | 3.3 FEET |
| RAW CUT: | 3,900 CUBIC YARDS |
| RAW FILL: | 2,700 CUBIC YARDS |
| ADJUSTED FILL: (ASSUMED 25% SHRINKAGE) | 3,375 CUBIC YARDS |
| NET QUANTITY: | 525 YARDS (EXPORT) |

THE APPROXIMATE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE CALCULATED BETWEEN THE PROPOSED SUBGRADE OR FINISHED GRADE AND EXISTING GRADE SURFACE, AND ARE SUBJECT TO CHANGE. THESE ESTIMATES DO NOT INCLUDE CONSIDERATIONS FOR LOSSES OR BULKING DUE TO: SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCHING SPOILS, ETC. THESE CONSIDERATIONS, IN ADDITION TO ACTUAL FIELD CONDITIONS AND THE FINAL RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, MAY SIGNIFICANTLY EFFECT THE FINAL IMPORT/EXPORT QUANTITIES. APPROXIMATE QUANTITIES SHOWN ON THESE PLANS ARE FOR PERMITTING PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CALCULATE ACTUAL QUANTITIES FOR THE PURPOSE OF CONSTRUCTION AND COST ESTIMATES. CONTRACTOR IS ALSO RESPONSIBLE FOR ADJUSTMENTS TO SLOPE HINGE POINTS IN ORDER TO PROVIDE GRADED PAD AREA ADJACENT TO PATHS, WALKWAYS, AND ROADS FOR UTILITY BOXES, TRANSFORMERS, AND ABOVE GROUND UTILITY INFRASTRUCTURE.

## PRELIMINARY EARTHWORKS 14


ODI
OMNI DESIGN
INCORPORATED
Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401


Project:
PACKAGING WAREHOUSE 2.0
1300 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **BM/SA** DRAWN: **JM/CU**

REGISTERED PROFESSIONAL ENGINEER
DAVID A. MARSHALL
C84215
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA
PRELIMINARY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PROJECT NUMBER: 24-128
DATE: **2025.06.16**

FOR GOVERNING AGENCY USE:

SHEET TITLE:
PRELIMINARY GRADING AND DRAINAGE PLAN

SHEET NUMBER:
C1.0


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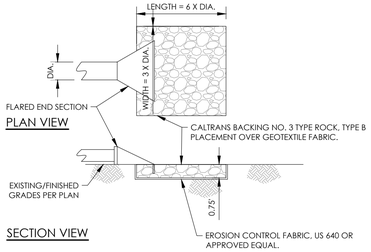
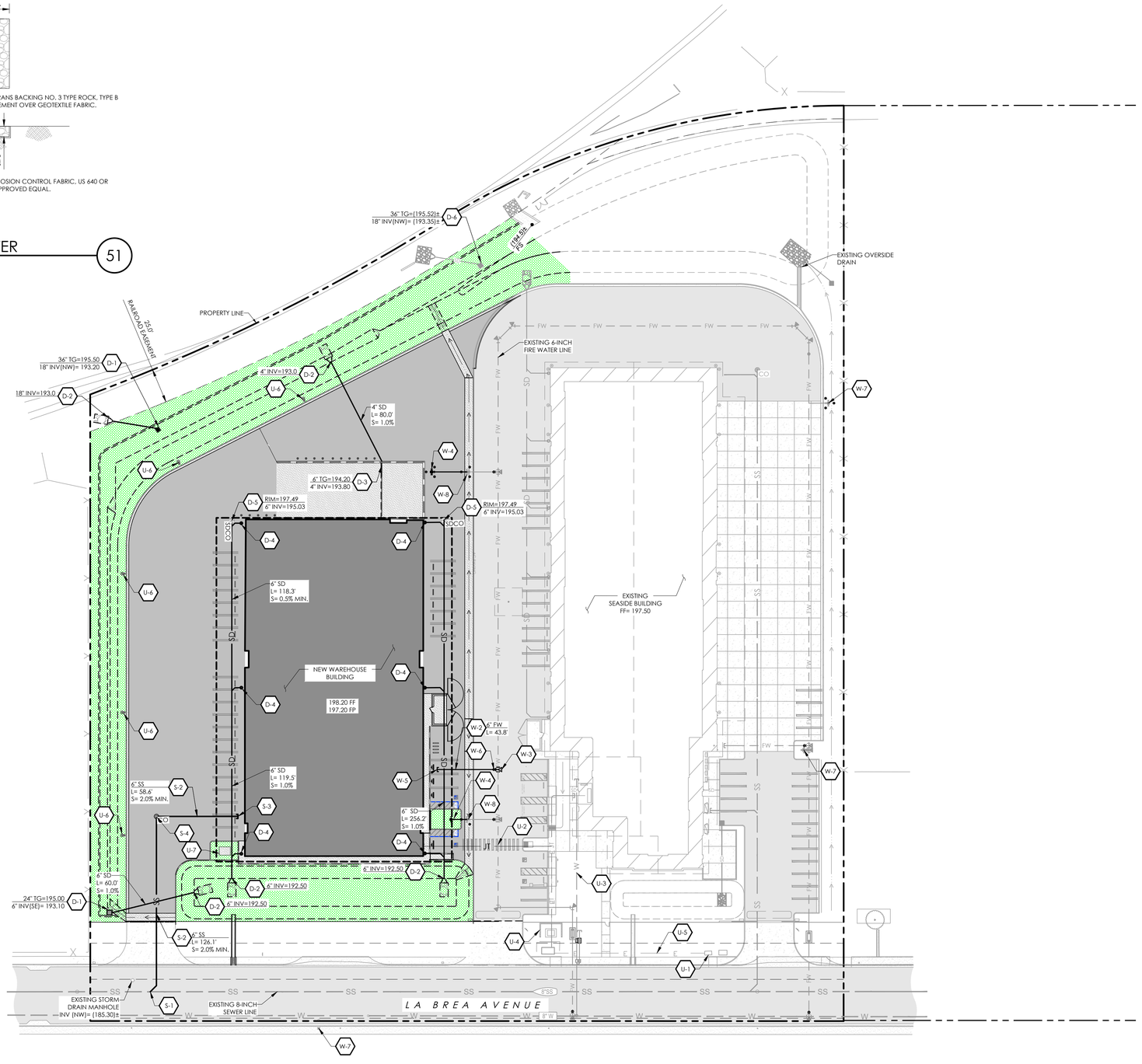



## ROCK ENERGY DISSIPATER

NOT TO SCALE

51




## PRELIMINARY SITE AND UTILITY PLAN

SCALE: 1" = 40'

40' 0' 40'

N

24

## CONSTRUCTION NOTES

14

1. THE EXISTING SITE CONDITIONS SHOWN HEREIN HAVE BEEN COMPILED BASED ON TOPOGRAPHIC FIELD SURVEYS AND AS-BUILT DRAWINGS OF THE EXISTING IMPROVEMENTS. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO VERIFY FIELD CONDITIONS, ESPECIALLY AT CRITICAL JOIN LOCATIONS AND REPORT ANY/ALL DISCREPANCIES IMMEDIATELY TO THE ENGINEER OF RECORD AND THE GOVERNING AGENT FOR THEIR REVIEW PRIOR TO CONSTRUCTION.
2. SUBSURFACE UTILITY DATA IS DEPICTED TO LEVEL "C" OF CI/ASCE 38-02 AS DEFINED IN THE GUIDELINE FOR DEPICTION OF EXISTING SUBSURFACE UTILITY DATA. REFER TO "UTILITY NOTES" ON THE GENERAL NOTES SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
3. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO CONTACT USA NORTH AT 811 BEFORE ANY TRENCHING OR EXCAVATION WORK.
4. THE PIPE LENGTHS SHOWN ARE TAKEN FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. ACTUAL FIELD LENGTHS MAY VARY.
5. UTILITY TRENCHES SHALL BE CONSTRUCTED PER LOCAL PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AND IN CONFORMITY WITH THE RESPECTIVE UTILITY AGENCY'S REQUIREMENTS.
6. REFER TO GRADING AND DRAINAGE PLAN FOR DRAINAGE UTILITY INFRASTRUCTURE, APPURTENANCES, AND ASSOCIATED CONSTRUCTION CALLOUTS.
7. IF VERTICAL PIPE BENDS ARE REQUIRED BASED ON FIELD CONDITIONS, CONTRACTOR SHALL INSTALL BLOW-OFF ASSEMBLIES AT PROPOSED WATER MAIN LINE LOW POINTS AND COMBINATION AIR AND VACUUM RELEASE VALVES AT WATER MAIN LINE HIGH POINTS PER LOCAL PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AND IN CONFORMITY WITH THE RESPECTIVE UTILITY AGENCY'S REQUIREMENTS.
8. MANHOLE CONNECTION:
CHIP A HOLE BETWEEN 1" AND 2" LARGER THAN THE PIPE OD. SALVAGE THE REINFORCING FROM THE MANHOLE / CATCH BASIN. STEEL SHALL BE BENT OUTWARD FROM THE MANHOLE. CONCRETE THE PIPE IN PLACE USING A CLASS 3, ⅜" CONCRETE MIX, INCORPORATING REINFORCING STEEL. CONCRETE SHALL COMPLETELY FILL THE VOID BETWEEN THE PIPE AND THE MANHOLE AND FORM A COLLAR AROUND THE PIPE BEHIND THE MANHOLE OF SUFFICIENT LENGTH AND THICKNESS TO COVER THE REINFORCING STEEL WITH 2" OF CONCRETE. CONCRETE SHALL BE FLUSH WITH INTERIOR OF EXISTING FACILITY. ANY VOIDS THAT APPEAR IN THE SEAL BETWEEN THE MANHOLE AND THE PIPE AFTER SETTING SHALL BE PATCHED WITH A NON-SHRINK GROUT. PIPE SHALL BE FLUSH CUT WITH THE MANHOLE INSIDE WALL. WHENEVER POSSIBLE, THE NEW PIPE SHOULD ENTER THE MANHOLE AT AN ANGLE, POINTING THE FLOW DOWNSTREAM. THE MANHOLE SHALL BE REPLACED AND ENLARGED WHEN THE PENETRATION FROM THE NEW LINE WILL RESULT IN AN INADEQUATE SECTION OF THE MANHOLE REMAINING BETWEEN THE NEW PENETRATION AND EXISTING PENETRATIONS TO PROPERLY SUPPORT THE STRUCTURE.

### STORM:

D-1 INSTALL 24-INCH SQUARE CONCRETE CATCH BASIN BY MID STATE CONCRETE OR APPROVED EQUAL; GRATE SIZED AND INVERT ELEVATION PER PLAN.

D-2 INSTALL HDPE FLARED-END SECTION (FES) BY ADS OR APPROVED EQUAL; OUTLET INVERT ELEVATION PER PLAN. SEE DETAIL 51 ON THIS SHEET.

D-3 INSTALL 6-INCH WIDE TRENCH DRAIN, TRAFFIC RATED AND INVERT ELEVATION PER PLAN.

D-4 INSTALL ROOF DOWNSPOUT.

D-5 INSTALL STORM WATER CLEANOUT.

D-6 EXISTING SQUARE CONCRETE CATCH BASIN.

### WATER:

W-1 TIE INTO EXISTING 6-INCH FIRE WATER LINE.

W-2 INSTALL C900 PVC FIRE WATER LINE; MINIMUM BURY DEPTH = 36-INCHES.

W-3 INSTALL THRUST BLOCK AND FITTING PER CITY STANDARD WA-13; FITTING SIZE AND TYPE PER PLAN.

W-4 INSTALL 6-INCH FIRE HYDRANT ASSEMBLY.

W-5 PROPOSED POINT OF CONNECTION TO BUILDING PER MEP PLANS. REFER TO MEP PLANS FOR CONTINUATION OF PIPING.

W-6 INSTALL GATE VALVES AND RISERS AT TEES AND ELBOWS PER EBMUD STANDARD 288-EA.

W-7 EXISTING FIRE HYDRANT.

W-8 EXISTING FIRE HYDRANT TO BE REMOVE AND RELOCATED.

### SEWER:

S-1 TIE INTO EXISTING SEWER MAIN.

S-2 INSTALL SDR-35 PVC SEWER TRUNK LINE; SIZE AND SLOPE PER PLAN.

S-3 PROPOSED POINT OF CONNECTION TO BUILDING PER MEP PLANS. REFER TO MEP PLANS FOR CONTINUATION OF PIPING.

S-4 INSTALL SEWER SANITARY CLEANOUT.

### DRY UTILITIES:

U-1 EXISTING TRANSFORMER AND PAD PER PG&E HANDOUT PACKAGE AND IN CONFORMANCE WITH CITY AND UTILITY PROVIDER STANDARDS.

U-2 INSTALL DRY UTILITIES IN A JOINT TRENCH PER PG&E HANDOUT PACKAGE AND IN CONFORMANCE WITH CITY AND UTILITY PROVIDER STANDARDS.

U-3 EXISTING PHASE 1 WATER LINE.

U-4 EXISTING PHASE 1 TRANSFORMER.

U-5 EXISTING PHASE 1 JOINT TRENCH SERVICE.

U-6 INSTALL SITE LIGHTING PER ELECTRICAL PLANS AND DETAILS.

U-7 PROPOSED TRANSFORMER AND PAD PER PG&E HANDOUT PACKAGE AND IN CONFORMANCE WITH CITY AND UTILITY PROVIDER STANDARDS.

ODI
OMNI DESIGN
INCORPORATED
Cal y Mayor Group
ARCHITECTURE
ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401

Project:

PACKAGING WAREHOUSE 2.0
1300 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **BM/SA** DRAWN: **JM/CU**

REGISTERED PROFESSIONAL ENGINEER
DAVID A. MARCHETTI
C84215
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA

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PROJECT NUMBER: 24-128
DATE: **2025.06.16**

FOR GOVERNING AGENCY USE:

SHEET TITLE:
PRELIMINARY SITE AND UTILITY PLAN

SHEET NUMBER:
C2.0

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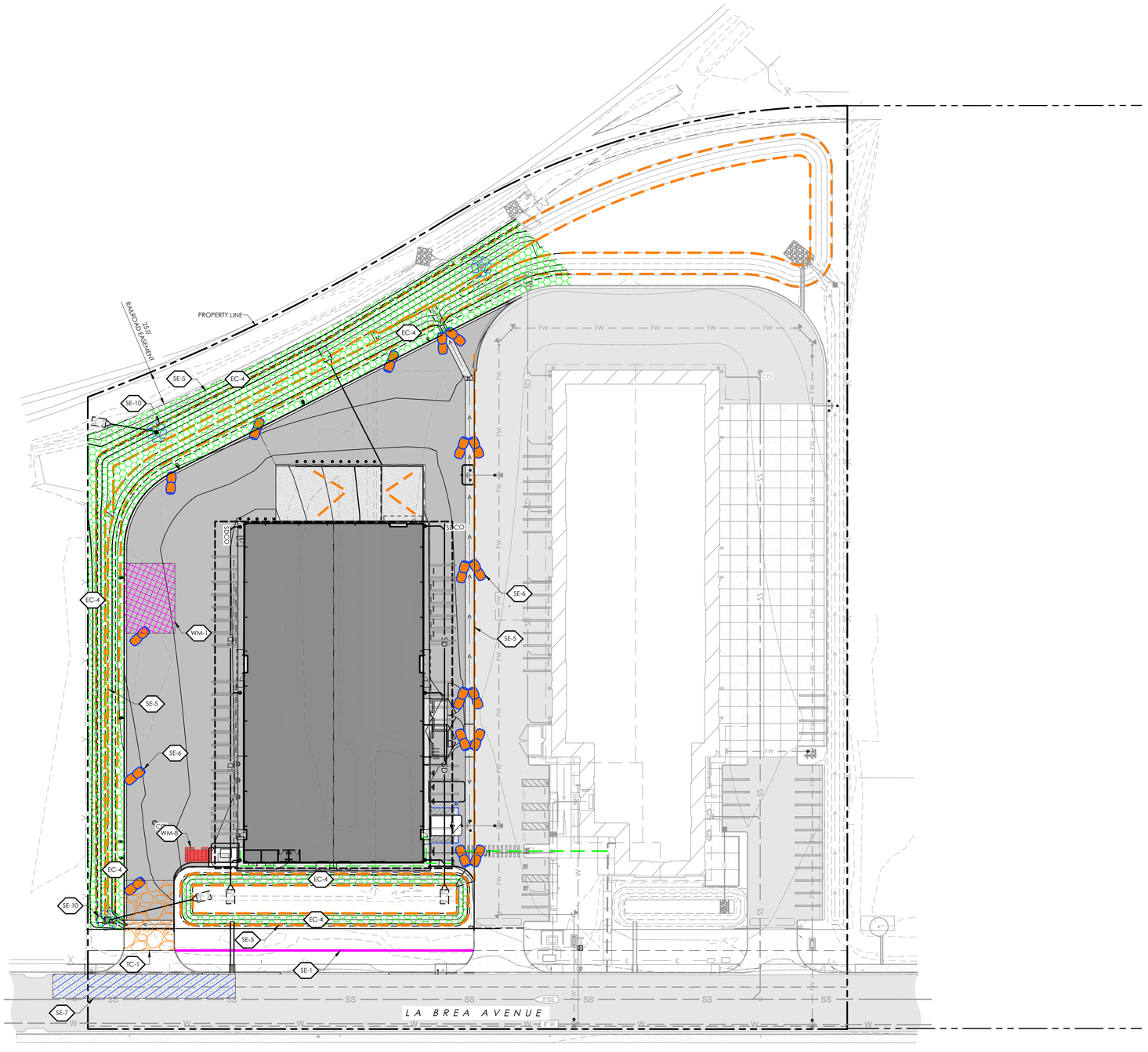
PROPERTY LINE
25.0' RAILROAD EASEMENT
SE-5
EC-4
SE-10
EC-4
SE-6
SE-5
SE-5
SE-4
WM-8
EC-4
EC-4
SE-10
EC-4
SE-5
TC-1
SE-1
SE-7
WM-1
SSCO
SSCO
SD
SD
SD
SD
SS
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SS

THE FOLLOWING PRACTICES ARE TO BE USED AT ALL TIMES DURING CONSTRUCTION:

1. REDUCE THE AMOUNT OF DISTURBED AREA WHERE POSSIBLE.
2. USE WATER TRUCKS OR SPRINKLER SYSTEMS IN SUFFICIENT QUANTITY TO PREVENT AIRBORNE DUST FROM LEAVING THE SITE. INCREASED WATERING FREQUENCY WILL BE REQUIRED WHENEVER WIND SPEEDS EXCEED 15MPH. RECLAIMED (NON-POTABLE WATER) WATER SHOULD BE USED WHENEVER POSSIBLE.
3. PERMANENT DUST CONTROL MEASURES IDENTIFIED IN THE APPROVED PROJECT LANDSCAPE PLANS SHALL BE IMPLEMENTED AS SOON AS POSSIBLE FOLLOWING COMPLETION OF ANY SOIL DISTURBING ACTIVITIES.
4. EXPOSED GROUND AREAS THAT ARE PLANNED TO BE REWORKED AT DATES GREATER THAN ONE MONTH AFTER INITIAL GRADING SHALL BE SOWN WITH A FAST GERMINATING NATIVE GRASS SEED AND WATERED UNTIL VEGETATION IS ESTABLISHED.
5. ALL DISTURBED SOIL AREAS NOT SUBJECT TO RE-VEGETATION MUST BE STABILIZED USING APPROVED CHEMICAL SOIL BINDERS, JUTE NETTING, OR OTHER METHODS APPROVED IN ADVANCE BY THE LOCAL GOVERNING AGENCY.
6. ALL ROADWAYS, DRIVEWAYS, SIDEWALKS, ETC. TO BE PAVED SHOULD BE COMPLETED AS SOON AS POSSIBLE. IN ADDITION, BUILDING PADS SHOULD BE LAID AS SOON AS POSSIBLE AFTER GRADING UNLESS SEEDING OR SOIL BINDERS ARE USED.
7. VEHICLE SPEED FOR ALL CONSTRUCTION VEHICLES SHALL NOT EXCEED 15 MPH ON ANY UNPAVED SURFACE AT THE CONSTRUCTION SITE.
8. ALL TRUCKS HAULING DIRT, SAND, SOIL, OR OTHER LOOSE MATERIAL ARE TO BE COVERED OR SHOULD MAINTAIN AT LEAST TWO FEET OF FREEBOARD (MINIMUM VERTICAL DISTANCE BETWEEN TOP OF LOAD AND TOP OF TRAILER) IN ACCORDANCE WITH THE CALIFORNIA VEHICLE CODE SECTION 23114.
9. SWEEP STREETS AT THE END OF EACH DAY IF VISIBLE SOIL MATERIAL IS CARRIED ONTO ADJACENT PAVED ROADS. WATER SWEEPERS WITH RECLAIMED WATER SHOULD BE USED WHERE FEASIBLE.

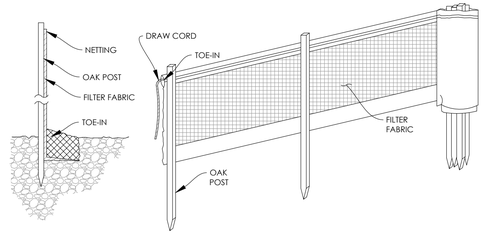
A DESIGNATED DUST CONTROL MONITOR SHALL BE CHOSEN. THEY SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF ALL DUST CONTROL MEASURES. THE MONITOR SHALL BE AVAILABLE DURING WEEKENDS AND HOLIDAYS. THE NAME AND PHONE NUMBER OF THE MONITOR SHALL BE PROVIDED TO THE LOCAL GOVERNING AGENCY AND APCD.

## AIR QUALITY CONTROL NOTES (51)

THE PROJECT CREATES AN AREA OF DISTURBANCE OF OVER 1 ACRE AND SUBSEQUENTLY COMPLIES WITH COVERAGE UNDER THE GENERAL PERMIT FOR DISCHARGES OF STORM WATER ASSOCIATED WITH CONSTRUCTION ACTIVITY CONSTRUCTION GENERAL PERMIT ORDER 2009-0009-DWQ.

WDID NUMBER: _____

## WDID NUMBER (41)



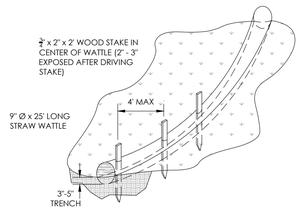

INSTALLATION PROCEDURES:
1. DIG A 6" x 6" TRENCH AT DESIRED FENCE LOCATION
2. UNROLL SILT FENCE ALONG TRENCH
3. DRIVE STAKES INTO THE DOWNHILL SIDE OF TRENCH WITH NETTING AND STAKES FACING THE DOWNHILL SIDE.
4. LAY THE BOTTOM 6" OF FABRIC INTO THE TRENCH AND FILL WITH TOP SOIL FOR PROPER TOE-IN.
5. DRAW TENSION CORD AT TOP OF FENCE AND TIE TO END STAKES.

## PREASSEMBLED SILT FENCE (SE-1) (31)

NOT TO SCALE

INSTALLATION TABLE

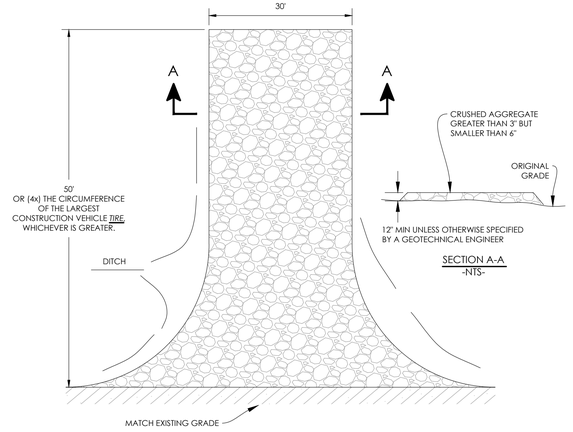
| SLOPE | ROLL INTERVAL |
|---|---|
| 4:1 OR FLATTER | 20' O.C. |
| BETWEEN 2:1 AND 4:1 | 15' O.C. |
| 2:1 AND STEEPER | 10' O.C. |




NOTES:
PLACE STRAW WATTLE IN TRENCH. WATTLE TO BE TIGHTLY BUTTED END TO END BUT NOT OVERLAPPING. MINIMUM 6 STAKES PER 25' OF WATTLE.

## STRAW WATTLE (SE-5) (32)

NOT TO SCALE




## STABILIZED CONSTRUCTION ENTRANCE (TC-1) (12)

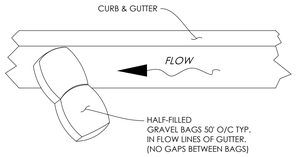
NOT TO SCALE

1. THE CONTRACTOR SHALL BE OR DESIGNATE A QUALIFIED SWPPP PRACTITIONER (QSP). THE QSP SHALL HAVE THE APPROPRIATE TRAINING AND OVERSEE ALL IMPLEMENTATION OF THE SWPPP AND ITS REQUIREMENTS. THE QSP SHALL BE RESPONSIBLE FOR ALL INSPECTIONS AND OBSERVATIONS OF THE BMP'S AND IMPLEMENTATION OF ANY CHANGES NEEDED TO BE IN CONFORMANCE WITH THE REQUIREMENTS OF THE GENERAL PERMIT. THE QSP SHALL HOLD A PRE-CONSTRUCTION MEETING WITH ALL CONTRACTORS AND SUBCONTRACTORS THAT WILL BE WORKING AT THE SITE AND INFORM THEM ON THE REQUIREMENTS OF THE GENERAL PERMIT AND THE SWPPP.
2. THE QUALIFIED SWPPP DEVELOPER (QSD) SHALL APPROVE AND CERTIFY ALL AMENDMENTS TO THE SWPPP AND THE ANNUAL CERTIFICATIONS.
3. IF THERE ARE ANY LIMIT EXCEEDANCES OF THE GENERAL PERMIT REQUIREMENTS, THE QSP SHALL IMPLEMENT THE CHANGES NECESSARY TO KEEP THE EXCEEDANCE FROM HAPPENING AGAIN AND REPORT THE EXCEEDANCE VIA THE SMARTS SYSTEM PER THE REQUIREMENTS OF THE GENERAL PERMIT. (SEE SWPPP)
4. IF WATER MONITORING BECOMES NECESSARY PER THE REQUIREMENTS OF THE GENERAL PERMIT, THEN THE PERSON OR PERSONS DOING THE MONITORING SHALL HAVE THE APPROPRIATE TRAINING AND QUALIFICATION TO PERFORM SUCH MONITORING.
5. EROSION CONTROL SHEET(S) SHOW THE WATER MONITORING LOCATIONS THAT HAVE BEEN CHOSEN FOR THIS SITE BY THE QSD. THE QSP SHALL REVIEW THESE LOCATIONS AND REPORT BACK TO THE QSD IF THIS LOCATION IS DEEMED UNSAFE OR UNSUITABLE FOR ANY REASONS.
6. THE QSP SHALL ASSURE ALL SAFETY PRECAUTIONS NECESSARY HAVE BEEN IMPLEMENTED TO CONDUCT THE WATER MONITORING.
7. A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (APPROXIMATELY OCTOBER 15 THROUGH APRIL 15). ADEQUATE BMP MATERIALS SHALL BE AVAILABLE AND STOCKPILED ONSITE, OR AT NEARBY LOCATIONS TO FACILITATE RAPID IMPLEMENTATION OF TEMPORARY BMP DEVICES WHEN THE FORECAST FOR RAIN IS 50% OR GREATER PER NOAA.
8. THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL BMP MEASURES AS SHOWN ON THIS PLAN AND/OR AS DIRECTED BY THE ENGINEER OF RECORD, QSP, OR QSD TO CONTROL DRAINAGE WHICH HAS BEEN AFFECTED BY GRADING AND/OR TRENCHING
9. THE CONTRACTOR SHALL BE ON CALL IN THE EVENT IT IS NECESSARY TO IMPLEMENT EROSION CONTROL BMP MEASURES OR IN THE EVENT OF AN EMERGENCY.
10. ALL STORMWATER CONTROL MEASURES THAT ARE IDENTIFIED IN A RAIN EVENT ACTION PLAN(REAP) SHALL BE IN PLACE 24 HRS. PRIOR TO FORECAST RAIN EVENTS.
11. AFTER A RAIN EVENT, ALL BMP'S SHALL BE INSPECTED AND ANY BUILDUP OF SEDIMENTS SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.
12. THE ENGINEER OF RECORD, QSP, QSD OR AN AUTHORIZED REPRESENTATIVE MAY REQUIRE THE DEVELOPER AT ANY TIME TO INSTALL AND/OR CONSTRUCT ADDITIONAL DRAINAGE STRUCTURES AS NECESSARY TO PREVENT OR CONTROL EROSION.
13. THE EROSION CONTROL DEVICES ON THIS PLAN ARE A GENERAL CONCEPT OF WHAT MAY BE REQUIRED. EROSION CONTROL DEVICES MAY BE RELOCATED, DELETED OR ADDITIONAL ITEMS MAY BE REQUIRED DEPENDING ON THE ACTUAL SOIL CONDITIONS ENCOUNTERED. EROSION CONTROL DEVICES MAY BE PLACED AT THE DISCRETION OF THE QSP AND/OR AS APPROVED BY THE QSD.
14. THE CONTRACTOR IS RESPONSIBLE TO KEEP AND MAINTAIN ALL EROSION CONTROL DEVICES IN PROPER WORKING ORDER AND TO MODIFY THOSE DEVICES AS SITE PROGRESS DICTATES.
15. THE CONTRACTOR SHALL MONITOR THE EROSION CONTROL DEVICES DURING STORMS AND MODIFY THEM IN ORDER TO PREVENT PROGRESS OF ANY ONGOING EROSION.
16. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ANY EROSION OR DEBRIS SPILLING ONTO A PUBLIC STREET DAILY.
17. THE CONTRACTOR AND/OR QSP SHALL CONTACT THE QSD IN THE EVENT THAT THE EROSION CONTROL PLAN AS DESIGNED REQUIRES ANY SUBSTANTIAL REVISIONS.
18. DURING GRADING OPERATIONS IF AN AREA OF DISTURBANCE IS TO REMAIN IDLE FOR A PERIOD OF 2 OR MORE WEEKS, THE DISTURBED AREAS SHALL BE COVERED WITH MULCH, STRAW OR SOME OTHER TYPE OF BMP TO PREVENT EROSION DURING RAIN EVENTS.
19. THE CONTRACTOR SHALL PROVIDE STREET SWEEPING ONGOING DURING CONSTRUCTION TO PREVENT ANY SEDIMENT(S) FROM BEING TRACKED OFF-SITE OR TO AREAS THAT MAY CONTRIBUTE TO SEDIMENT(S) BEING DEPOSITED INTO THE STORM DRAIN SYSTEM.
20. POST CONSTRUCTION BMP'S INCLUDING PLANTINGS, SHRUBS, GROUND COVER AND TREES AS SHOWN ON THE LANDSCAPING PLANS SHALL BE IN PLACE AS SOON AS FEASIBLE.
21. CONTRACTOR TO INSTALL SILT FENCING AT ALL PERIMETER LOCATIONS THAT HAVE THE POTENTIAL TO DISCHARGE STORMWATER OFF-SITE.
22. CONTRACTOR TO PROTECT ALL YARD AND LANDSCAPE AREA DRAINS FROM SEDIMENT(S) UNTIL LANDSCAPING IS COMPLETED AND VEGETATION ESTABLISHED.
23. GRAVEL BAGS ORIENTED TO SLOW THE FLOW OF STORM WATER RUNOFF SHALL BE PLACED IN THE CONCRETE GUTTERS IN THE ON-SITE ROADWAY TO HELP FILTER OUT ANY SEDIMENTS. THESE GRAVEL BAGS SHALL BE PLACED 50' O/C MAX. SEDIMENTS THAT ACCUMULATE AT THE GRAVEL BAGS SHALL BE REMOVED AFTER EACH RAIN EVENT.
24. THE CONTRACTOR SHALL KEEP ONE ACCEPTABLE RAIN GAUGES ON-SITE TO MONITOR RAIN EVENT TOTALS DURING CONSTRUCTION.
25. THE CONTRACTOR SHALL IMPLEMENT EFFECTIVE WIND EROSION AND DUST CONTROL MEASURES.
26. IN THE EVENT OF A RELEASE OF A REPORTABLE QUANTITY OF A POLLUTANT, THE CONTRACTOR SHALL ADVISE THE OWNER TO NOTIFY THE NATIONAL RESPONSE CENTER, REGIONAL WATER QUALITY CONTROL BOARD, AND THE LOCAL GOVERNING AGENCY, IF NECESSARY, THIS POLLUTION PREVENTION PLAN SHOULD BE REVISED TO REFLECT THE CHANGE IN CONDITIONS OF THE CONSTRUCTION ACTIVITY. A REPORTABLE QUANTITY IS ESTABLISHED BY THE 40 CODE OF FEDERAL REGULATIONS (CRI) 1117.3 OR 40 CFR 302.4.
27. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED TO THE SATISFACTION OF THE BUILDING OFFICIAL AND PUBLIC WORKS DIRECTOR DURING ALL DEMOLITION, CONSTRUCTION AND GROUND DISTURBING ACTIVITIES.
28. STOCKPILE MANAGEMENT SHALL BE IN CONFORMANCE WITH GENERAL PERMIT AND THE CASQA BMP GUIDE.
29. SEE LANDSCAPING PLANS FOR MORE INFORMATION ON POST CONSTRUCTION VEGETATION BMP'S.
30. IF DURING CONSTRUCTION DEWATERING OPERATIONS BECOME NECESSARY, ALL DEWATERING SHALL BE DONE IN COMPLIANCE WITH THE REQUIREMENTS OUTLINED THE NPDES GENERAL PERMIT AND PER THE CASQA BMP HANDBOOK FOR BMP SC-11. DISCHARGES SHALL BE TREATED FOR EXCESSIVE SEDIMENTS PRIOR TO LEAVING THE SITE AND/OR ENTERING THE LOCAL GOVERNING AGENCY RIGHT-OF-WAY OR STORM DRAIN SYSTEM.
31. TEMPORARY EROSION AND SEDIMENT CONTROL BMP MEASURES SHALL REMAIN IN PLACE AND MAINTAINED UNTIL ALL PERMANENT IMPROVEMENTS, AND FACILITIES ARE COMPLETE, PLANTINGS ARE INSTALLED, VEGETATION IS ESTABLISHED, AND THE SITE HAS BEEN DEEMED STABLE BY THE PROJECT QSP AND THERE IS NO RISK FOR EROSION OR SEDIMENT TRANSPORT ON-OR-OFFSITE. TEMPORARY MEASURES SHALL BE REMOVED PRIOR TO FINAL INSPECTION APPROVALS.
32. ALL 4:1 & STEEPER SLOPES TO BE HYDROSEEDED AFTER COMPLETION OF GRADING OPERATIONS.
33. THE BMP'S PROPOSED ON THESE PLANS ARE INTENDED AS A GUIDELINE FOR THE CONTRACTOR. OTHER AND/OR MOVES EXTENSIVE MEASURES MAY BECOME NECESSARY DURING CONSTRUCTION AND WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IMPLEMENT.

## GENERAL NOTES (54)

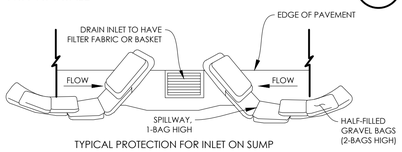
1. THE CONTRACTOR SHALL PHASE CONSTRUCTION ROUGH GRADING TO LIMIT THE SIZE OF DISTURBANCE TO AN AREA THAT CAN BE MAINTAINED WITH PROPER BMP'S DURING ANY RAIN EVENTS.
2. AFTER AN AREA HAS BEEN PAVED OR GRADED THE CONTRACTOR SHALL PROVIDE GRAVEL BAGS IN THE FLOW LINES TO FILTER SEDIMENTS FROM STORM WATER RUNOFF OR AN APPROVED EQUAL.
3. AREA DRAINS SHALL HAVE STORM DRAIN INLET PROTECTION INSTALLED DURING THE TIME BETWEEN INSTALLATION AND PLANTING OF GROUND VEGETATION PER THE PLANS OR AN APPROVED EQUAL.
4. LANDSCAPED AREAS SHALL BE COMPLETED AND SPRINKLERS INSTALLED AS SOON AS POSSIBLE AFTER GRADING OPERATIONS.
5. ANY AREAS OF DISTURBANCE THAT WILL REMAIN IDLE FOR TWO OR MORE WEEKS SHALL BE STABILIZED WITH MULCH, STRAW, HYDROSEED OR OTHER APPROPRIATE BMP COVER.
6. DURING ASPHALT PATCHING OPERATIONS, THE CONTRACTOR SHALL PROVIDE EITHER PERMANENT OR TEMPORARY PAVING IN THE AREAS OF PATCHING BY THE END OF THE WORKDAY. NO TRENCHES SHALL BE LEFT OPEN DURING TIMES OF PREDICTED RAINFALL.
7. THE AREAS SHOWN ON THE PLANS FOR MATERIAL DELIVERY & STORAGE AND CONCRETE WASTE MANAGEMENT ARE FOR REFERENCE ONLY, THE ACTUAL LOCATIONS ARE TO BE DETERMINED BY THE QSP.
8. THE BMP'S SHOWN ON THE EROSION CONTROL PLANS ARE INTENDED AS A GUIDELINE FOR THE CONTRACTOR'S QSP, IMPLEMENTATION OF THESE OR OTHER BMP'S WILL BE THE RESPONSIBILITY OF THE QSP.
9. ALL ROADWAYS SHALL BE KEPT CLEAN ON A DAILY BASIS BY MEANS OF VACUUMING OR STREET SWEEPINGS.
10. ROADWAYS THAT HAVE NOT BEEN STABILIZED WITH AGGREGATE BASE SHALL BE STABILIZED USING SOIL BINDERS, MULCH AND/OR OTHER APPROPRIATE BMP'S PRIOR TO FORECAST RAIN EVENTS.
11. PRIOR TO FORECAST RAIN EVENTS, THE QSP SHALL EVALUATE THE SITE AND ESTABLISH ADEQUATE BMP'S TO PROTECT ALL DISTURBED AREAS FROM EROSION.
12. STORM DRAIN INLET PROTECTION SHALL BE TYPE 2 DURING STORM DRAIN INSTALLATIONS, AND TYPE 3 AFTER PAVING OPERATIONS HAVE BEEN COMPLETED. (SEE BMP GUIDANCE HANDOUT IN THE SWPPP FOR MORE INFORMATION).
13. THE STRAW WATTLES SHOWN ON THESE PLANS ARE INTENDED TO REPRESENT DIFFERENT PHASES OF CONSTRUCTION. CONTRACTOR SHALL INCORPORATE THEIR USE AS NEEDED DURING CONSTRUCTION.

## PHASING NOTES (43)

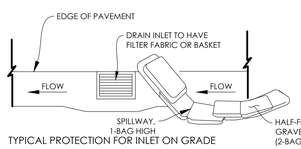



## GRAVEL BAGS IN FLOW LINE (SE-6) (33)

NOT TO SCALE




TYPICAL PROTECTION FOR INLET ON SUMP




TYPICAL PROTECTION FOR INLET ON GRADE

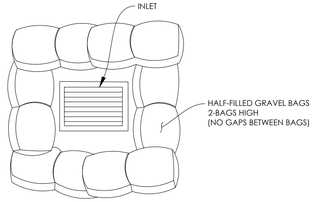
NOTES:
1. INTENDED FOR SHORT TERM USE
2. USE TO INHIBIT NON-STORM WATER FLOWS
3. ALLOW FOR PROPER MAINTENANCE AND CLEANUP
4. BAGS MUST BE REMOVED AFTER ADJACENT OPERATION IS COMPLETE
5. NOT APPLICABLE IN AREAS WITH HIGH SILTS & WITHOUT FILTER FABRIC

## GOOD HOUSEKEEPING PRACTICES (44)

1. THE CONTRACTOR SHALL IMPLEMENT GOOD HOUSEKEEPING PRACTICES AS OUTLINED IN THE GENERAL PERMIT AND PER THE SWPPP.
2. THE CONTRACTOR SHALL CONDUCT AN INVENTORY OF THE PRODUCTS USED AND/OR EXPECTED TO BE USED AND THE END PRODUCTS THAT ARE PRODUCED AND/OR EXPECTED TO BE PRODUCED.
3. COVER AND BERM LOOSE STOCKPILED CONSTRUCTION MATERIALS THAT ARE NOT ACTIVELY BEING USED.
4. STORE CHEMICALS IN WATERTIGHT CONTAINERS (WITH APPROPRIATE SECONDARY CONTAINMENT TO PREVENT ANY SPILLAGE OR LEAKAGE) OR IN A STORAGE SHED (COMPLETELY ENCLOSED).
5. ALL EQUIPMENT AND VEHICLE FUELING AND MAINTENANCE PROCEDURES SHALL BE DONE IN THE AREA SHOWN ON THE SITE PLANS OR OTHER LOCATION WHERE THE APPROPRIATE BMP'S HAVE BEEN INSTALLED TO PREVENT ANY CONTAMINATION OF THE SOILS.
6. THE CONTRACTOR SHALL USE SOME TYPE OF GROUND COVER OR OTHER DEVISES TO ENSURE NO PETROLEUM PRODUCTS COME IN CONTACT WITH SOILS DURING FUELING AND MAINTENANCE.
7. THE CONTRACTOR SHALL PROVIDE APPROPRIATE CONTAINMENT AROUND ANY SANITARY TOILETS THAT PREVENT CONTAMINATION TO THE SOILS.
8. ANY BUILDING MATERIALS THAT ARE STORED ON-SITE THAT HAVE THE POTENTIAL TO CONTRIBUTE NON-VISIBLE POLLUTANTS TO THE STORM WATER RUNOFF SHALL BE STORED IN WATERTIGHT CONTAINERS OR UNDER THE COVER OF SHELTERS THAT PROVIDE PROTECTION FROM RAINS.
9. CONSTRUCTION MATERIAL WASTES SHALL BE CLEANED UP DAILY AND STORED IN COVERED CONTAINERS PRIOR TO DISPOSAL.
10. THE CONTRACTOR HAS THE OPTION TO USE METAL RUMBLE STRIPS IN LIEU OF ROCK AT THE STABILIZED CONSTRUCTION ENTRANCE AS LONG AS IT IS IN CONFORMANCE WITH THE GENERAL PERMIT.

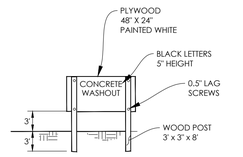
## INLET PROTECTION (SE-10) (34)

NOT TO SCALE

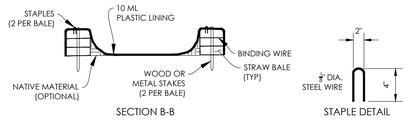



## ALTERNATE INLET PROTECTION (24)

NOT TO SCALE

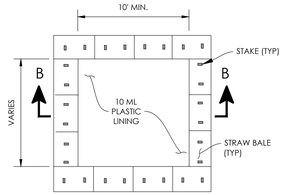



CONCRETE WASHOUT SIGN DETAIL (OR EQUIVALENT)




SECTION B-B

STAPLE DETAIL




"ABOVE GRADE" WITH STRAW BALES

NOTES:
1. ACTUAL LAYOUT DETERMINED IN FIELD
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY

## CONCRETE WASTE MANAGEMENT (14)

(WM-8) NOT TO SCALE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ENGINEERING
SURVEYING
1326 CHORRO STREET
SAN LUIS OBISPO, CALIFORNIA 93401


Project:

PACKAGING WAREHOUSE 2.0
1300 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:

SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **BM/SA** DRAWN: **JM/CU**

REGISTERED PROFESSIONAL ENGINEER DAVID A. MARSELLE C85215 Exp. 9/30/25 CIVIL STATE OF CALIFORNIA


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PROJECT NUMBER: 24-128
DATE: **2025.06.16**

FOR GOVERNING AGENCY USE:

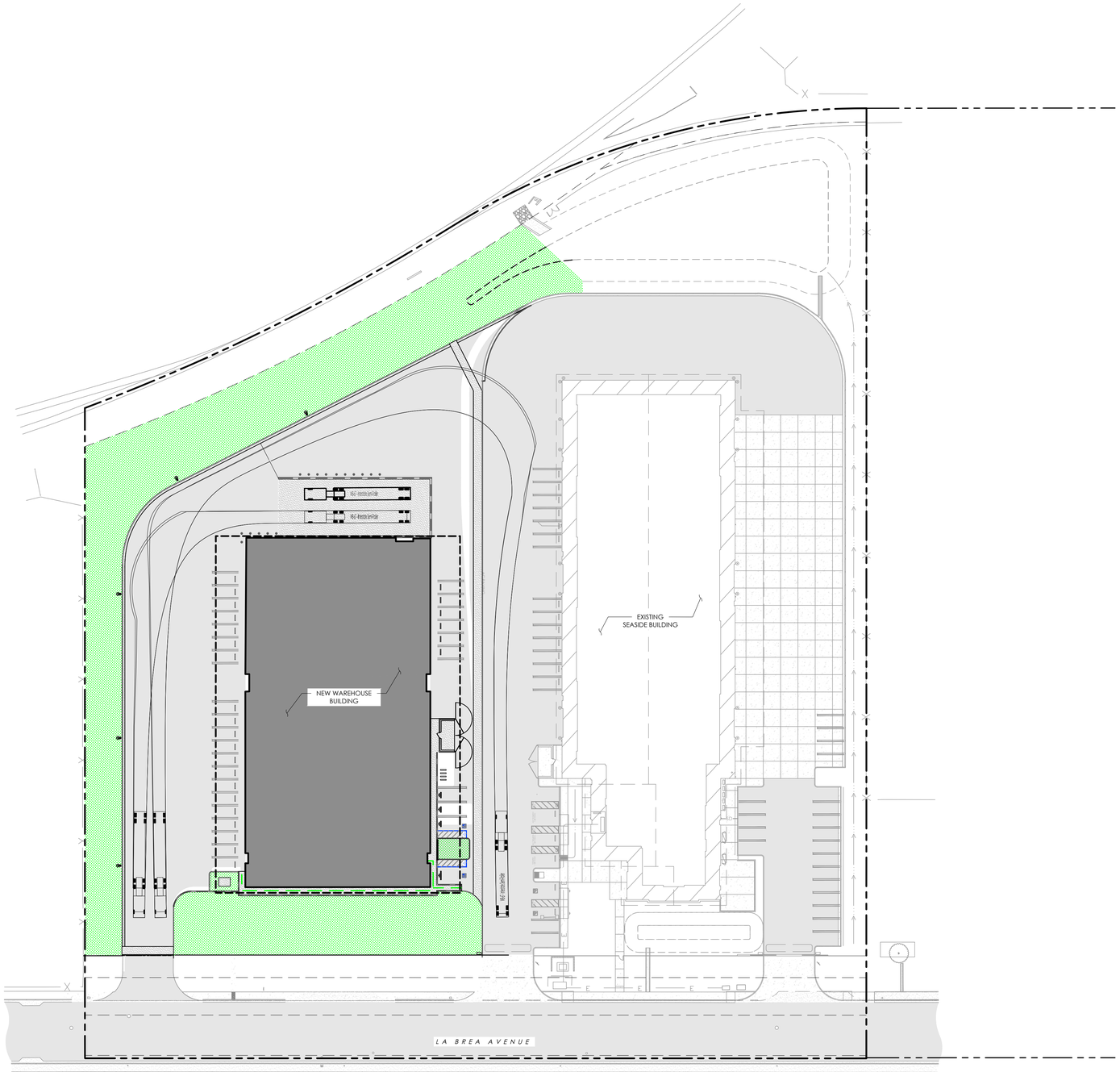
SHEET TITLE:
EROSION CONTROL DETAILS

SHEET NUMBER:

C3.1

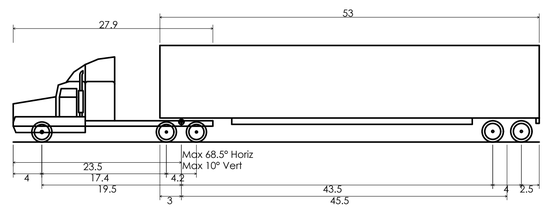



C:\Users\Sebastian Allaire\OneDrive - Cal y Mayor\Data OMNI's files - 1256-02 Seaside Phase III_CIVIL\Sheets\C3.1 EROSION DETAILS-24-128.dwg, C3.1, Jun 16, 2025 12:54pm, Sebastian Allaire




VEHICLE TRACKING ANALYSIS
SCALE: 1" = 40'

40' 0' 40'




| | |
|---|---|
| WB-67 - Interstate Semi-Trailer | |
| Overall Length | 73.501ft |
| Overall Width | 8.500ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Max Track Width | 8.500ft |
| Lock to lock time | 6.00s |
| Max Steering Angle (Virtual) | 28.40° |

DESIGN VEHICULE USED
SCALE: 1" = 10'

10' 0' 10'

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Project:
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SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

DESIGN: **BM/SA** DRAWN: **JM/CU**

REGISTERED PROFESSIONAL ENGINEER
DAVID A. MARCHELL
C65215
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA

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PROJECT NUMBER: 24-128
DATE: **2025.06.16**

FOR GOVERNING AGENCY USE:

SHEET TITLE:
VEHICLE TRACKING ANALYSIS

SHEET NUMBER:
C4.0

C:\Users\Sebastian Allano\OneDrive - Cal y Mayor\Data OMNI\1 files - 1205-02 Seaside Phase II_CIVIL\Exhibits\C4.0 VEHICLE TRACKING TEST.dwg C4.0, Jun 16, 2025 - 12:55pm, Sebastian Allano

# PROPOSED PLANT PALLET

## CENTRAL COAST

DRY COASTAL CALIFORNIA
DROUGHT TOLERANT PLANTINGS

| SYMBOL | BOTANICAL NAME / COMMON NAME | PLANT TYPE | CONTAINER SIZE |
|---|---|---|---|
| | HETEROMELES ARBUTIFOLIA<br>CALIFORNIA SAGEBRUSH | TALL ACCENT SHRUB | 5 GALLON |
| | ARTEMISIA CALIFORNICA<br>CALIFORNIA SAGEBRUSH | MEDIUM SHRUB | 5 GALLON |
| | CEANOTHUS 'CONCHA'<br>CALIFORNIA LILAC | MEDIUM SHRUB | 5 GALLON |
| | ARCTOSTAPHILOS HOOKERI<br>MONTERY MANZANITA | MEDIUM SHRUB | 1 GALLON |
| | FESTUCA MARIE<br>ATLAS FESCUE | ORNAMENTAL GRASS | 1 GALLON |
| | LANTANA MONTEVIDENSIS<br>PURPLE LANTANA | LOW SHRUB | 1 GALLON |
| | COLEONEMA PULCHELLUM<br>BREATH OF HEAVEN 'SUNSET GOLD' | LOW SHRUB | 5 GALLON |
| | FESTUCA ELATOR<br>TALL FESCUE | NEW BASIN VEGETATION | HYDRO-SEED |
| | DISTICTUS BUCCINATORIA<br>RED TRUMPET VINE | VINE | 5 GALLON |

# PROPOSED TREE LIST

## CENTRAL COAST

DRY COASTAL CALIFORNIA
DROUGHT TOLERANT PLANTINGS

| SYMBOL | BOTANICAL NAME / COMMON NAME | PLANT TYPE | CONTAINER SIZE |
|---|---|---|---|
| | ARBUTUS MARINA<br>COASTAL MADRONE 'STRAWBERRY TREE' | 20' -25' | 24" BOX |
| | SCHINUS MOLE<br>CALFORNIA PEPPER | 25' -30' | 15 GALLON |
| | PLATINUS ACERFOLIA<br>LONDON PLANE | 35' -40' | 15 GALLON |

**NOTES**

1. Plant material proposed is drought tolerant and meets the low water use requirements of the City's ordinances. The soil type as required by the City's Preliminary Conceptual Landscape Standards is Sorrento Loam per pg. 3 of the Environmental Assessment, prepared by Padre Associates, and is compatible with the selected plant types. Proposed plantings shown at mature size.
2. WELO Irrigation Design Compliance and Preliminary Calculations are located this sheet.
4. All Landscape areas will receive 3" of Walk-on-Bark per WELO ordinances.
5. Storm Water Basin Hydro-Seed will be irrigarted from annual rainfall and appied in October durring construction.

# WELO CALCULATION

**APPENDEX A AND B WORKSHEET PRELIMINARY CALCULATION**
Regular Landscape Areas Total 30,720 ft2

(6) Hydrozones for (30,720ft2) with an averge PF of 0.35 and an ETo of 47.4 **(Santa Maria)**
MAWA = (47.4)(0.62)(0.45 x 30720) = 406,139 gals per yr.

**(MAWA) Maximun Allowed Water Allowance = 406,139** gallons per year meeting the maximum water alowed use mandated by the State of California.

**ESTIMATED TOTAL WATER USE PRELIMINARY CALCULATION - ETWU Santa Maria 47.4**

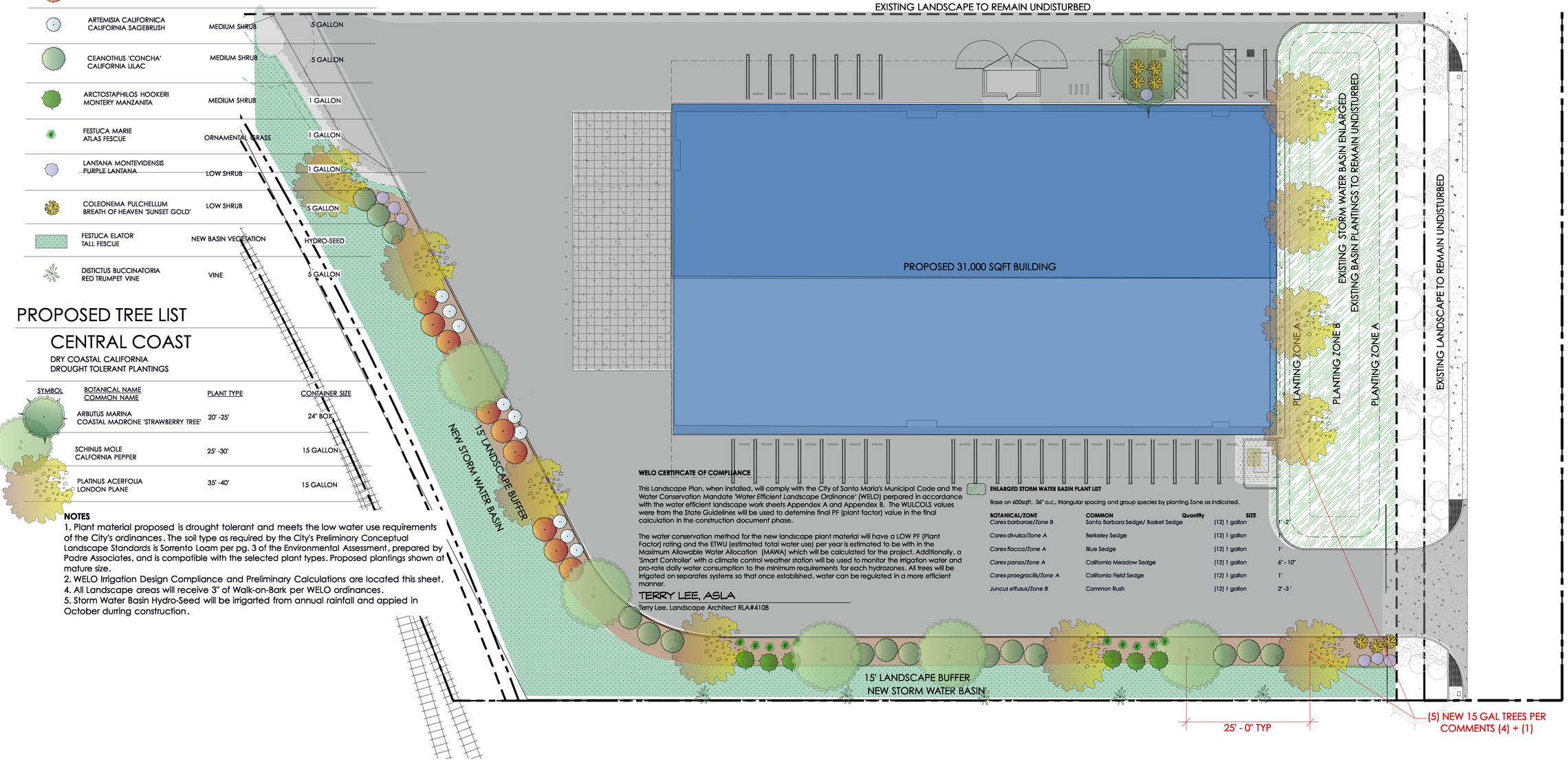
| Hydrozone No. | Plant Factor (PF) | Irrigation Method | Irrigation Efficiency (IE) | ETAF (PFxIE) | Total Landscape Area sft2 | ETAF x Area | Est. Total Water Use (ETWU) |
|---|---|---|---|---|---|---|---|
| #1 TREES | .35 | Drip | .81 | .2835 | (part of total) | 0 | 0 |
| #2 P.LOT | .35 | Drip | .81 | .2835 | 100 | 28 | 823 |
| #3 - #4 BIO | .35 | Drip | .81 | .2835 | 6000 | 1701 | 4997 |
| #5 - #6 BASIN | .35 | Drip | .81 | .2835 | 23720 | 6724 | 197551 |
| | | | | | | | |
| | | | | | A = 30,720 | B = 8453 | |
| | | | | | | TOTAL ETWU | 203,371* |
| | | | | | | TOTAL MAWA | 406,139 |

*ETWU = ETo x 0.62 x ETAF x Area.
*ETAF Calculations - Regular Landscape Areas All Landscape Areas. The average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.*

| | | | |
|---|---|---|---|
| Total ETAF x Area | (B) | Total ETAF x Area | (B+D) |
| Total Area | (A) | Total Area | (A+C) |
| Average ETAF | B/A | Sitewide ETAF (A+C)÷(B+D) | |

**VALVE TABLE**

| Hydro-Zone/Pf | Type | PSI | GPM |
|---|---|---|---|
| 1 Trees | Drip | 35 | 16 |
| 2 P.Lot | Low/Drip | 35 | 11 |
| 3 Basin | Low/Drip | 35 | 11 |
| 4 Basin | Low/Drip | 35 | 11 |
| 5 Bio | Low/Drip | 35 | 11 |
| 6 Bio | Low/Drip | 35 | 11 |
| **Total Ft2** | **30,720** | | |




**WELO CERTIFICATE OF COMPLIANCE**

This Landscape Plan, when installed, will comply with the City of Santa Maria's Municipal Code and the Water Conservation Mandate *'Water Efficient Landscape Ordinance'* (WELO) perpared in accordance with the water efficient landscape work sheets Appendex A and Appendex B. The WULCOLS values were from the State Guidelines will be used to detemine final PF (plant factor) value in the final calculation in the construction document phase.

The water conservation method for the new landscape plant material will have a LOW PF (Plant Factor) rating and the ETWU (estimated total water use) per year is estimated to be with in the Maximum Allowable Water Allocation (MAWA) which will be calculated for the project. Additionally, a 'Smart Controler' with a climate control weather station will be used to monitor the irrigation water and pro-rate daily water consumption to the minimum requirements for each hydrozones. All trees will be irrigated on separates systems so that once established, water can be regulated in a more efficient manner.

TERRY LEE, ASLA
Terry Lee, Landscape Architect RLA#4108

**ENLARGED STORM WATER BASIN PLANT LIST**

Base on 600sqft, 36" o.c., triangular spacing and group species by planting Zone as indicated.

| BOTANICAL/ZONE | COMMON | Quantity | SIZE |
|---|---|---|---|
| *Carex barbarae/Zone B* | Santa Barbara Sedge/ Basket Sedge | (12) 1 gallon | 1'-2' |
| *Carex divulsa/Zone A* | Berkeley Sedge | (12) 1 gallon | 1' |
| *Carex flacca/Zone A* | Blue Sedge | (12) 1 gallon | 1' |
| *Carex pansa/Zone A* | California Meadow Sedge | (12) 1 gallon | 6" - 10" |
| *Carex praegracilis/Zone A* | California Field Sedge | (12) 1 gallon | 1' |
| *Juncus effusus/Zone B* | Common Rush | (12) 1 gallon | 2' -3' |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1326 CHORRO STREET
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Project:
PACKAGING WAREHOUSE II
1475 WEST LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
1450 EAST WOOLEY ROAD
OXNARD | CALIFORNIA | 93030


Landscape Architect:
TL TERRY LEE LANDSCAPE ARCHITECT
RLA #4108 | ARBORIST | LEED GR
319 N HIGHWAY 1 STE 5A
GROVER BEACH | CALIFORNIA 93433
805.431.0774 | terrylee.asla@gmail.com


REGISTERED LANDSCAPE ARCHITECT — TERRY LEE — OR EXPIRATION PERIOD DATE — STATE OF CALIFORNIA

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | REVISED PER CITY COMMENTS | 03.04.2025 | |
| | REVISED SITE PLAN BY OMNI | 06.18.2025 | |
| | | | |
| 1 | | | |

LICENSED ARCHITECT — SHANE MARLES — C 37563 — RENEWAL: 06/30/25 — STATE OF CALIFORNIA


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PRELIMINARY LANDSCAPE PLAN
PROJECT NUMBER: 1255-02

DATE: 06.10.2025

SHEET TITLE:
PRELIMINARY LANDSCAPE PLAN

SHEET NUMBER:

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## LIGHTING NOTES

1. MIN/MAINTAINED AT 0.5FC
2. 0.1 FC OR LESS AT WEST & NORTH PROPERTY LINES.

WELL RACKS AT 20FT, TYPICAL

PROPOSED WAREHOUSE II
31,000 SF
REFER TO PROPOSED FLOOR PLAN SHEET CUP4.0

N87°39'02"W 541.71'

11°20'33" R=1,432.47' L=283.58'

POLE MOUNTED AT 20FT, TYPICAL

N2°19'58"E 450.28'

# PROPOSED SITE LIGHTING PLAN

Scale: 1" = 200"-0"

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Project:
PACKAGING WAREHOUSE II
1300 LA BREA AVENUE
SANTA MARIA | CALIFORNIA | 93458

Client:
SEASIDE PACKAGING
2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

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ELECTRICAL ENGINEERING
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FAX (805) 569-2405
email : maloney@jmpe.net
www.jmpe.net
25034
REGISTERED PROFESSIONAL ENGINEER
ROBERT A. MALONEY
No. E013083
EXP. May 30, 2025
ELECTRICAL
STATE OF CALIFORNIA

PROJECT NUMBER: 1255-02

DATE: 01.15.2025

SHEET TITLE:

PROPOSED SITE LIGHTING PLAN

SHEET NUMBER:

E1.1

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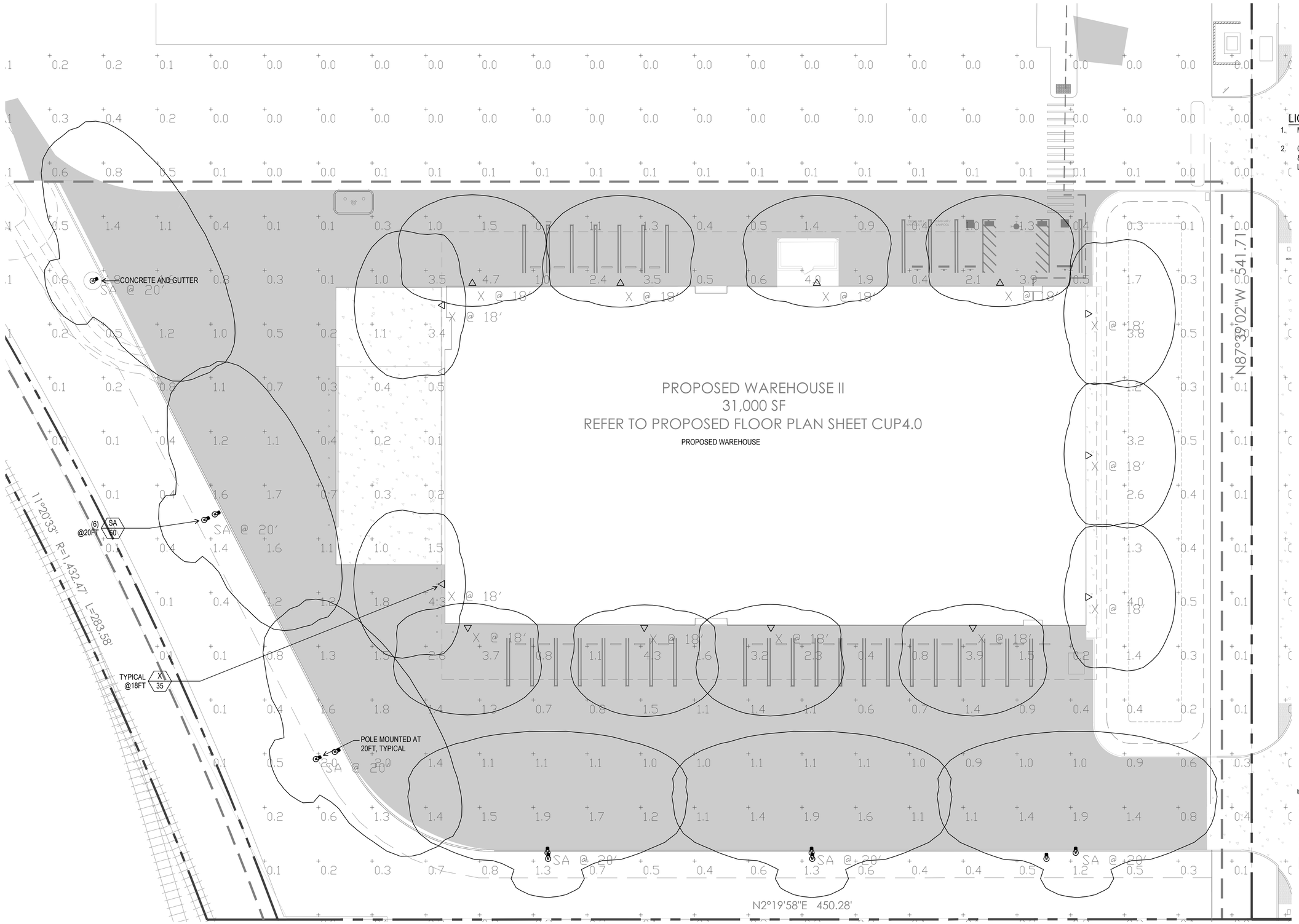


## PHOTOMETRIC PLAN

Scale: 1" = 200"-0"

### LIGHTING NOTES

1. MIN/MAINTAINED AT 0.5FC
2. 0.1 FC OR LESS AT WEST & NORTH PROPERTY LINES.

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Project:

PACKAGING WAREHOUSE II

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Client:

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2115 SINTON ROAD
SANTA MARIA | CALIFORNIA | 93458

SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| 1 | | | |

LICENSED ARCHITECT SHANE MAPLES C 37563 RENEWAL: 06/30/25 STATE OF CALIFORNIA

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PROJECT NUMBER: 1255-02

DATE: 01.15.2025

SHEET TITLE:

PHOTOMETRIC PLAN

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REGISTERED PROFESSIONAL ENGINEER ED MALONEY EXP: 06/30/2026 ELECTRICAL STATE OF CALIFORNIA

SHEET NUMBER:

E1.2

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## LIGHTING SCHEDULE

| Symbol | Label | Image | Qty | Manufacturer | Catalog Number | Description | Lamp | Number Lamps | Lamp Output | LLF | Input Power | Distribution | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ▭ | SA | | 6 | ACUITY BRANDS | DSX0 LED P3 40K 80CRI T3M MVOLT SPA XXX(CONTROLS) XXXX/SSS 18FT 4G DM19AS XXXX-MOUNTED ON 2FT BASE | D-Series Size 0 Area Luminaire P3 Performance Package 4000K CCT 80 CRI Type 3 Medium | LED 4000K 80CRI | 1 | 8070 | 0.92 | 68.95 | TYPE IV, MEDIUM, BUG RATING: B1 - U0 - G3 | 20FT MOUNTING HEIGHT |
| △ | X | | 13 | ACUITY BRANDS | WDGE2 LED P4 40K 80CRI VW MVOLT SRM XXXX | WDGE2 LED WITH P4 - PERFORMANCE PACKAGE, 4000K, 80CRI, VISUAL COMFORT WIDE OPTIC | LED 4000K 80CRI | 1 | 4526 | 0.92 | 34.96 | TYPE III, VERY SHORT, BUG RATING: B1 - U0 - G1 | 18FT MOUNTING HEIGHT |

## STATISTICS

| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min | UG |
|---|---|---|---|---|---|---|---|
| SITE LIGHTING | + | 0.7 fc | 4.7 fc | 0.0 fc | N/A | N/A | -1.0 |

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1326 CHORRO STREET
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Project:

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1300 LA BREA AVENUE
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Client:

SEASIDE PACKAGING
2115 SINTON ROAD
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SCHEMATIC DESIGN

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |
| | | | |
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LICENSED ARCHITECT
SHANE MAPLES
C 37563
RENEWAL: 06/30/25
STATE OF CALIFORNIA

All designs and other information on these drawings are for use on this specific project and shall not be used otherwise without the expressed written permission of Omni Design Incorporated.

Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on this job and this office shall be notified in writing of any variations from the dimensions or conditions shown in these drawings.

JMPE
ELECTRICAL ENGINEERING
LIGHTING DESIGN
CA REGISTRATION NO E13083

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MICHAEL P. MALONEY
No. E013083
EXP. 06/30/2024
ELECTRICAL
STATE OF CALIFORNIA

PROJECT NUMBER: 1255-02

DATE: 01.15.2025

SHEET TITLE:

LIGHTING
SCHEDULE
STATISTICS

SHEET NUMBER:

E1.3

**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA MARIA, CALIFORNIA, ADOPTING AN ADDENDUM TO THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE CONDITIONAL USE PERMIT AMENDMENT FOR SEASIDE PACKAGING WAREHOUSE, LOCATED AT 1300 BLOCK OF WEST LA BREA AVENUE (APN: 117-240-034)**

**WHEREAS,** the applicant, Seaside Packing, Inc. has applied for a Permit Amendment (A2024-0001) to a Conditional Use Permit (U2021-0002) for Seaside Packaging to construct a new 31,000 square-foot warehouse on a 6.18-acre site in the M-2 (General Manufacturing) district, herein referred to as the Project; and

**WHEREAS,** the provisions of the California Environmental Quality Act of 1970 (CEQA), Public Resources Code Sections 21000 et. seq., as amended, require the evaluation of environmental impacts of said projects; and

**WHEREAS,** the City of Santa Maria as the Lead Agency adopted a Mitigated Negative Declaration (State Clearing House #2021120566) and Mitigation Monitoring and Reporting Program for the Conditional Use Permit (U2021-0002) for the Seaside Packaging Warehouse on March 16, 2022, for the same location as is considered for the current application; and

**WHEREAS,** an Addendum to the Seaside Packaging Warehouse Mitigated Negative Declaration was prepared for the Project; and

**WHEREAS,** the Planning Commission of the City of Santa Maria held a regularly scheduled public hearing on September 3, 2025 for the purpose of receiving evidence and considering the Addendum to Mitigated Negative Declaration, incorporated herein by reference for the Project, and

**WHEREAS,** notices of said public hearing were made at the time and in the manner required by law; and

**WHEREAS,** there is no substantial evidence of new significant environmental effects or a substantial increase in the severity of previously identified significant effects in the whole record before the Planning Commission supporting a fair argument that the project as described in the Addendum to the Mitigated Negative Declaration will produce the conditions as provided in Section 15162 of the CEQA Guidelines under which a subsequent Negative Declaration must be drafted and distributed for public review; and

**WHEREAS,** at the completion of the public hearing, the Planning Commission duly considered all evidence presented at said hearing; and

**WHEREAS,** the Addendum to the Mitigated Negative Declaration reflects the Planning Commission’s independent judgment and analysis.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Santa Maria, that

Section 1. The above recitals are true and correct and incorporated herein.

Section 2. The Planning Commission adopts the Addendum to the Mitigated Negative Declaration for the Seaside Packaging Warehouse Conditional Use Permit (U2021-0002) located at the 1300 block of West La Brea Avenue (APN: 117-240-034) and finds that it complies with CEQA.

Section 3. The project is subject to the mitigation measures in the Mitigation Monitoring and Reporting Program for the Mitigated Negative Declaration/Environmental Impact Report (SCH#2021120566) for the Seaside Packaging Warehouse incorporated herein by reference for the Project.

Section 4. The records of these proceedings are located in the Planning Division of the City of Santa Maria, 110 South Pine Street #101, Santa Maria, California 93458.

Section 5. The Assistant Secretary of the Planning Commission is hereby authorized to make minor changes herein to address clerical errors, so long as substantial conformance to the intent of this document is maintained. In doing so, the Assistant Secretary of the Planning Commission shall consult with the City Manager and the City Attorney concerning any changes deemed necessary

**PASSED AND ADOPTED** at a regular meeting of the Planning Commission of the City of Santa Maria held this 3rd day of September, 2025, by the following roll call vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAINED:**

ROBERT DICKERSON, CHAIR
Planning Commission

ATTEST:

DANA EADY, ASSISTANT SECRETARY
Planning Commission

Document2

**CITY OF SANTA MARIA**

# PLANNING COMMISSION STAFF REPORT

SEPTEMBER 3, 2025

**5.c**

## ZONING TEXT AMENDMENTS FOR ACCESSORY DWELLING UNITS, TITLE 12 OF THE CITY OF SANTA MARIA MUNICIPAL CODE

Review of Zoning Text Amendments (Z2025-0001) to amend Chapter 12-56, Accessory Dwelling Units, of Title 12 of the City of Santa Maria Municipal Code.

Environmental: The proposed Zoning Text Amendments are statutorily exempt from the California Environmental Quality Act (CEQA) per Public Resources Code Section 21080.17, and by Government Code Section 66499.41(i).

**Planner Contact:** Frank Albro, 805-925-0951 ext. 2379; falbro@cityofsantamaria.org

## RECOMMENDATION:

By resolution, recommend that the City Council approve Zoning Text Amendment Z2025-0001.

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## BACKGROUND:

In recent years, the California Legislature has approved, and the Governor has signed into law, several bills amending the Government Code to impose new limits on local authority to regulate Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs). Most recently, in September 2024, the Governor signed three new bills (Assembly Bill 2533, Senate Bill 1211, and Senate Bill 1077) that each took effect on January 1, 2025. Additionally, Senate Bill 477, which became law in March of 2024, reorganized various provisions relating to the creation and regulation of ADUs and JADUs, which resulted in a renumbering of State ADU and JADU regulations.

The Planning Commission reviewed an earlier version of this proposed Zoning Text Amendment on June 4, 2025. At this hearing, the Planning Commission recommended that the City Council adopt that earlier version of the ordinance amendment. The draft Ordinance is returning to the Planning Commission so that one additional modification to the text may be considered, and the Planning Commission's recommendation updated, before the item is forwarded to the City Council for final determination. This updated draft responds to recent changes to the Starter Home Revitalization Act of 2021 (the Act) contained within the State's Government Code.

**DISCUSSION:**

The proposed Zoning Text Amendments to Chapter 12-56 of Title 12 (Accessory Dwelling Units) of the Municipal Code are required to ensure that the City's Municipal Code complies with the current State legislature. A summary of those proposed text amendments already considered by the Planning Commission on June 4, 2025, are:

Detached ADUs on lots with an existing multi-family dwelling

The proposed Zoning Text Amendments revise the number of detached ADUs that can be constructed on a lot with an existing multi-family dwelling. Under Senate Bill 1211, the number of detached ADUs on a lot with an existing multi-family dwelling is increased from two ADUs to a maximum of eight ADUs, or as many detached ADUs as there are primary dwelling units on the lot, whichever is less. Lots with proposed multi-family dwelling units are still limited to two detached ADUs.

Separate Conveyance of ADUs and JADUs

The proposed amendments would clarify that, except as provided in Government Code Article 4 (commencing with Section 66340), no ADU may be sold or otherwise conveyed separately from the lot and the primary dwelling (in the case of a single-family dwelling lot) or from the lot and all of the dwellings (in the case of a multi-family dwelling lot). JADUs may not be sold or otherwise conveyed separately from the single-family residence.

Non-Conforming Zoning Conditions, Building Code Violations & Unpermitted Structures

Under Assembly Bill 2533, local agencies are prohibited from denying a permit to legalize an unpermitted ADU or JADU that was constructed before January 1, 2020, and is in violation of building standards or State or local standards applicable to ADUs. An exception to this requirement is if the local agency makes a finding that correcting the violation is necessary to comply with conditions that would otherwise deem a building substandard (Section 17920.3 of the Health and Safety Code). Local agencies are also prohibited from penalizing an application for having the unpermitted ADU or JADU, and it requires local agencies to approve permits to correct noncompliance with health and safety standards. Section 12-56.07 has been revised to reflect these requirements.

State Reorganization and Renumbering

Lastly, Senate Bill 477 reorganized various provisions relating to the creation and regulation of ADUs and JADUs, which resulted in a renumbering of State ADU and JADU regulations. The proposed ordinance therefore replaces all references to prior State law code sections with the current sections.

The additional text amendment addresses the following recent changes to State law:

Lots Created through the Starter Home Revitalization Act of 2021

Senate Bill 684 (SB 684), which became effective in 2024, requires local agencies to ministerially consider (no discretionary review or a hearing) subdividing existing parcels for certain housing development projects on multi-family zoned properties resulting in 10 or fewer parcels and a corresponding number of residential units (one per new lot). Senate Bill 1123, which became effective July 1, 2025, expands SB 684's application to legalize up to 10 parcels, and one home on each lot, on *vacant single-family* lots. Both

Senate Bills amended Government Code Section 66499.41, known as the Starter Home Revitalization Act of 2021 (the Act). Per subsection (g) of that Government Code Section, the City of Santa Maria has the *option* of permitting an accessory dwelling unit or a junior accessory dwelling unit on parcels created through the Act.

The modified Text Amendment will document the City's choice to opt out of permitting an accessory dwelling unit or a junior accessory dwelling unit on parcels created through the application of the Act. The Text Amendment attached to this report now includes this added language, shown in underlined text. Other than this addition, the ordinance text matches that initially considered by the Planning Commission at the June 4, 2025 hearing.

Environmental

Under California Public Resources Code Section 21080.17, the California Environmental Quality Act (CEQA) does not apply to the adoption of an ordinance by a city or county implementing the provisions of Article 2 (commencing with Section 66314) or Article 3 (commencing with Section 66333) of Chapter 13 of Division 1 of Title 7 of the Government Code, which sets forth California's ADU and JADU law. Therefore, the ordinance is statutorily exempt from CEQA in that the ordinance implements the State's ADU and JADU law. In addition, Government Code Section 66499.41(i) exempts ordinances implementing provisions of the Starter Home Revitalization Act.

Attachments

A – Planning Commission Resolution

**EXHIBIT 1**

**ORDINANCE NO. -**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTA MARIA, CALIFORNIA, AMENDING TITLE 12, CHAPTER 12-56 OF THE SANTA MARIA MUNICIPAL CODE GOVERNING ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS**

**WHEREAS,** State law authorizes cities to act by ordinance to provide for the creation and regulation of accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs); and

**WHEREAS,** in recent years, the California Legislature has approved, and the Governor has signed into law, a number of bills that amended Government Code Sections 65852.2 and 65852.22 to impose new limits on local authority to regulate ADUs and JADUs; and

**WHEREAS**, SB 477, which became law in March of 2024, reorganized various provisions relating to the creation and regulation of ADUs and JADUs, which resulted in a renumbering of State ADU and JADU regulations; and

**WHEREAS,** the City desires to amend its local regulatory scheme for the construction of ADUs and JADUs in order to reflect the renumbering and to comply with current California law; and

**WHEREAS,** as provided by California Government Code Section 66499.41(g), the City affirmatively opts out of permitting an accessory dwelling unit or a junior accessory dwelling unit on parcels created through the exercise of the authority contained within Government Code Section 66499.41, known as the Starter Home Revitalization Act of 2021; and

**WHEREAS,** on _____, 2025, the Planning Commission conducted a noticed public hearing and voted to recommend that the City Council adopt the ADU/JADU ordinance**;** and

**WHEREAS**, on _____, 2025, the City Council conducted a noticed public hearing.

**NOW, THEREFORE, IT IS HEREBY ORDAINED** by the City Council of the City of Santa Maria, State of California, as follows:

**SECTION 1.** Chapter 12-56 of Title 12 of the Santa Maria Municipal Code is hereby amended as follows:

**“CHAPTER 12-56 ACCESSORY DWELLING UNITS**

**Section 12-56.01. Purpose.**

The purpose of this Chapter is to allow and regulate Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs) in compliance with California Government Code Sections ~~65852.2~~66314 et seq. and ~~65852.22~~66333 et seq. The intent is to encourage the orderly development of ADUs and JADUs that contribute needed housing.

**Section 12-56.02. Effect of Conforming**.

An ADU or JADU that conforms to the standards in this section will not be:

1. Deemed to be inconsistent with the City’s General Plan land use designation and zone district for the lot on which the ADU or JADU is located.
2. Deemed to exceed the allowable dwelling unit density for the lot on which the ADU or JADU is located.
3. Considered in the application of any City ordinance, policy, or program to limit residential growth.
4. Required to correct a Nonconforming Zoning Condition, as defined below. This does not prevent the City from enforcing compliance with applicable building standards in accordance with Health and Safety Code Section 17980.12.

**Section 12-56.03. Definitions.**

1. **Accessory Dwelling Unit (ADU).** An attached or detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It includes permanent provisions for living, sleeping, eating, cooking, and sanitation on the same lot as the single-family or multi-family dwelling is or will be situated. An Accessory Dwelling Unit also includes the following:
    a. An efficiency unit, as defined by Section 17958.1 of the California Health and Safety Code; and
    b. A manufactured home, as defined by Section 18007 of the California Health and Safety Code.
2. **Accessory Structure**. A structure that is accessory and incidental to a dwelling located on the same lot.
3. **Efficiency Kitchen.** A kitchen that includes a cooking facility with appliances and a food preparation counter and storage cabinets that are of a reasonable size in relation to the size of the JADU.
4. **Existing Structure.** For the purposes of defining an allowable space that can be converted to an accessory dwelling unit, within the proposed space of an existing structure means within the four walls and roofline of any existing structure that can

be made safely habitable under local building codes at the determination of the building official regardless of any non-compliance with zoning standards.

5. **Junior Accessory Dwelling Unit (JADU).** A residential unit that:
    a. Is no more than 500 square feet in size;
    b. Is contained entirely within a single-family residence or attached garage;
    c. Includes its own separate sanitation facilities or shares sanitation facilities with the existing or proposed single-family dwelling. If the unit does not include its own separate bathroom, then it contains an interior entrance to the main living area of the existing or proposed single-family dwelling in addition to an exterior entrance that is separate from the main entrance to the primary dwelling; and
    d. Includes an efficiency kitchen as defined herein.

6. **Living Area.** The interior habitable area of a dwelling unit, including basements and attics, but does not include a garage or any accessory structure.

7. **Multi-Family Dwelling.** Any structure designed for human habitation that has been divided into two or more legally created independent living quarters.

8. **Nonconforming Zoning Condition**. A physical improvement on a property that does not conform with current zoning standards.

9. **Passageway**. A pathway that is unobstructed clear to the sky and extends from a street to one entrance of the accessory dwelling unit.

10. **Public Transit**. A location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

**Section 12-56.04. Approval Requirements.**

1. **Approval of ADUs and JADUs in conformance with Government Code Section ~~65852.2(e)(1)~~66323.** The Community Development Director shall ministerially approve an application for an ADU or JADU that complies with each of the general requirements in Section 12-56.04(a) with a building permit for any of the following:

    a. **Converted on a single-family dwelling lot.**
        i. One ADU on a lot with a proposed or existing single-family dwelling on it, where the ADU:
            1. Is either:
                a. Within the space of a proposed single-family dwelling; or

b. Within the space of an existing single-family dwelling; or

c. Within the existing space of an accessory structure, plus up to 150 additional square feet if the expansion is limited to accommodating ingress and egress; and

2. Has exterior access that is independent of that for the proposed or existing single-family dwelling; and

3. Has side and rear setbacks sufficient for fire and safety, as dictated by applicable building and fire codes.

ii. One JADU within the space of an existing or proposed single-family dwelling or attached garage in compliance with the requirements of Government Code Section ~~65852.22~~66333.

1. When a garage is converted to a JADU, onsite replacement parking shall be provided in conformance with Chapter 12-32. Covered parking is not required.

b. **Limited detached on a single-family dwelling lot.** One detached, new construction ADU on a lot with a proposed or existing single-family dwelling (in addition to any JADU that might otherwise be established on the lot under Section 12-56.04.1.a above), if the detached ADU satisfies the following limitations:

i. The side and rear setbacks are at least four feet.

ii. The floor area is a maximum of 800 square feet.

iii. The height does not exceed the applicable height limit in subsection 12-56.05(A)(2), below.

c. **Converted on multi-family dwelling lot.**

i. Multiple ADUs within portions of existing multi-family dwelling structures that are not used as livable space, including, but not limited to, storage rooms, boiler rooms, passageways, attics, basements, or garages, if each converted ADU complies with state building standards for dwellings.

ii. At least one converted ADU is allowed within an existing multi-family dwelling, and up to 25 percent of the existing multi-family dwelling units may each have a converted ADU under this subsection.

d. **Limited detached on multi-family dwelling lot.** On a lot with an existing multi-family dwelling, not more than eight detached ADUs. ~~No more than two detached ADUs on a lot that has an existing or proposed multi-family dwelling.~~ However, in this instance the number of ADUs allowable shall not exceed the number of existing units on the lot. On a lot with a proposed multi-family dwelling, not more than two detached ADUs. In both instances,

each detached ADU shall meet ~~satisfies~~ the following requirements~~limitations~~:

i. The side and rear yard setbacks are at least four feet. If the existing multi-family dwelling has a rear or side yard setback of less than four feet, the City will not require any modification to the existing multi-family dwelling as a condition of approving the ADU.

ii. The height does not exceed the applicable height limit in subsection 12-56.05.(A)(2), below.

2. **Approval of ADUs not in conformance with Government Code Section ~~65852.2(e)(1)~~66323.** Except as allowed under subsection 12-56.04.1 above, one attached or one detached ADU shall be allowed for each lot with a single-family dwelling or in connection with a proposed single-family dwelling for a vacant lot. No ADU may be constructed or legalized without obtaining a building permit in compliance with the development standards contained in Section 12-56.05, below.

**Section 12-56.05. Development Standards for ADUs and JADUs.**

**A.** The following requirements apply to all ADUs and JADUs that are approved under Sections 12-56.04.1 and 12-56.04.2, above:

1. **Zoning.** ADUs may be permitted on lots in a residential or mixed-use zoning district with an existing legal single-family or multi-family dwelling, or in connection with a proposed single-family or multi-family dwelling for a vacant lot. JADUs are only permitted on lots that are zoned for single-family residential (R-1 & RSL-1) with an existing or proposed single-family dwelling.

2. **Height.**

a. A detached ADU created on a lot with an existing or proposed single-family dwelling unit may not exceed 18-feet in height. The ADU may be up to two additional feet in height (for a maximum of 20 feet) if necessary to accommodate a roof pitch on the ADU that is aligned with the roof pitch of the primary dwelling unit. A detached ADU created on a single-family lot that also contains a permitted JADU may not exceed 16-feet in height.

b. A detached ADU created on a lot that has an existing or proposed multi-family dwelling unit may not exceed 16 feet in height. The height limit may be increased to 18 feet in height if the existing or proposed multi-family dwelling unit has more than one story above grade or is located within one-half mile walking distance of a major transit stop or a high-quality transit corridor, as those terms are defined in Section 21155 of the Public Resources Code. The ADU may be up to two additional feet in height (for a maximum of 20 feet) if necessary to accommodate a roof pitch on the ADU that is aligned with the roof pitch of the primary dwelling unit.

c. An ADU that is attached to the primary dwelling may not exceed 25 feet in height or the height limitation imposed by the underlying zone district that applies to the primary dwelling, whichever is lower. Notwithstanding the foregoing, ADUs subject to this subsection may not exceed two stories.

d. For purposes of this section, height is the vertical distance between the existing legal grade and the uppermost point of the roof of the structure directly above that legal grade.

3. **Minimum Size.** The minimum floor area of an ADU is 150 square feet for a standard unit. An "efficiency unit" ADU, in accordance with California Health and Safety Code Section 17958.1, may be a minimum of 150 square feet.

4. **Owner Occupancy**. For all JADUs, either the primary dwelling unit or the newly created JADU shall be owner-occupied as a primary dwelling unit and permanent residence by the property owner(s). Owner-occupancy shall not be required if the owner is another government agency, land trust, or housing organization.

   a. If the Zoning Administrator determines that neither of the units is occupied by the property owner, the approval of the JADU shall terminate immediately and the unit shall not be rented, leased, or occupied as a separate dwelling.

   b. For the purposes of this Chapter, the property owner is the majority owner of the property as shown in the most recent Santa Barbara County assessor's roll. If there is more than one property owner on record, the owner with the majority interest in the property shall be deemed the property owner. Any property owner of record holding an equal share interest in the property may be deemed the majority property owner.

   c. Covenant Agreement. A covenant agreement is required prior to the issuance of a building permit. The covenant agreement shall state that:

      i. The JADU shall not be sold separately.

      ii. The JADU is restricted to the approved size;

      iii. The property owner is required to reside in the primary dwelling unit or the JADU;

      iv. The use of the JADU shall be in effect only so long as the property is in compliance with the provisions of this Chapter;

      v. The above declarations are binding upon any successor in ownership of the property, lack of compliance shall be cause for code enforcement;

      vi. The covenant agreement shall terminate upon removal of the JADU;

      vii. The covenant agreement shall be recorded with the County Recorder of the County of Santa Barbara at the expense of the property owner.

5. **No separate conveyance.** Except as provided in Government Code Article 4 (commencing with Section 66340)~~Section 65852.26~~, no ADU ~~or JADU~~ may be sold or otherwise conveyed separately from the lot and the primary dwelling (in the case of a single-family dwelling lot) or from the lot and all of the dwellings (in the case of a multi-family dwelling lot). All restrictive covenants, and other contractual agreements with the City apply to the property. No JADU may be sold or otherwise conveyed separately from the single family residence.

6. **Rental of Unit**. Rental of the ADU or JADU is allowed for not less than 30 days.

7. **Building Codes**. Local building code requirements apply to ADUs and JADUs, as appropriate.

8. **Passageway.** No passageway shall be required in conjunction with the construction of an ADU.

9. **Fire Sprinklers**. Fire sprinklers are required in an ADU or JADU if sprinklers are required in the primary residence. The construction of an ADU does not trigger a requirement for fire sprinklers to be installed in the primary dwelling.

10. **Utility Meters.** ADUs and JADUs shall not be considered new residential uses for the purpose of calculating utility connection fees or capacity charges, including water and sewer service. ADUs and JADUs contained within an existing residence or an existing accessory structure are not required to install new or separate utility connections or pay a related connection fee or capacity charge. For new attached and detached ADUs, the connection fee and/or capacity charge must be proportionate to the burden of the unit on the water or sewer system based on either its square feet or the number of its drainage fixture unit (DFU) values, as defined by the Plumbing Code.

11. **Development Impact Fees.**

    a. No development impact fees are required for an ADU that is less than 750-square-feet in floor area. For purposes of this subsection, “impact fee” means a “fee” under the Mitigation Fee Act (Government Code Section 66000(b)) and a fee under the Quimby Act (Government Code Section 66477). “Impact fee” here does not include any connection fee or capacity charge for water or sewer service.

    b. Any development impact fee that is required for an ADU that is 750 square feet or larger in floor area must be charged proportionately in relation to the square footage of the primary dwelling unit. “Development impact fee” here does not include any connection fee or capacity charge for water or sewer service. The amount of the required fee shall be determined by adopted fee Resolutions and ordinances and applicable law in effect when paid.

**B.** The following requirements apply to all ADUs and JADUs that are approved under Section 12-56.04.2, above:

1. **Maximum Size.**
    a. The maximum size of an ADU is as follows:
        i. 850 square feet for a studio or one-bedroom ADU.
        ii. 1,000 square feet for an ADU with two or more bedrooms.
    b. An attached ADU that is created on a lot with an existing or proposed primary dwelling is further limited to 50 percent of the floor area of the existing or proposed primary dwelling.
    c. Application of other development standards in this Section, such as lot coverage (as applicable), might further limit the size of the ADU, but no application of the percent-based size limit above or of a front setback, lot coverage limit, or open space requirement (as applicable) may require the ADU to be less than 800 square feet.

2. **Lot Coverage.** No ADU may exceed 10 percent of the total lot area of the subject lot, subject to subsection B.1.c above.

3. **Setbacks.** ADUs subject to this subsection must observe the following setback requirements:
    a. Side setback: Four feet
    b. Rear setback: Four feet
    c. Front Setback: The ADU shall be constructed in accordance with the setback of the underlying zone district, subject to Section B.1.c above.
    d. No setback is required for an ADU subject to this subsection if the ADU is constructed in the same location and to the same dimensions as an existing structure.

4. **Building Separation.** The minimum separation between the primary dwelling unit and a detached ADU must be at least five feet for new construction.

5. **Parking.**
    a. Parking for ADUs shall be provided at a rate of one parking space per ADU or per bedroom, whichever is less. These spaces shall be provided in conformance with Section 12-32.12, except that tandem parking is allowed for ADUs as stated in Government Code section ~~65852.22~~66314 unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon the specific site or regional topographical or fire and life safety conditions.

    b. Parking requirements for an ADU are in addition to the required parking for the primary dwelling unit.

    c. Parking is not required in any of the following instances:

i. The ADU is located within ½ mile walking distance of public transit.

ii. The ADU is located within an architecturally and historically significant district;

iii. The ADU is part of the proposed or existing primary residence or an accessory structure;

iv. When on-street parking permits are required but not offered to the occupant of the ADU;

v. When a car share vehicle is located within one block of the ADU.

6. **Objective Design Standards.**

a. The materials and colors of the exterior walls, roof, windows, and doors must match the appearance of those of the primary dwelling. Samples of existing and proposed colors, materials, roofing, and features must be provided as part of a complete ADU application.

b. The roof pitch must match that of the dominant roof pitch of the primary dwelling. The dominant roof pitch is the pitch shared by the largest portion of the roof. Roof pitch and roof materials for a newly constructed ADU may be different from that of the primary dwelling on the lot only if accommodating installation of solar energy systems at the same time as construction of the ADU.

c. Windows and doors of the ADU may not have a direct line of sight to an adjoining residential property. Fencing, landscaping, or privacy glass may be used to provide screening and prevent a direct line of sight. Samples of proposed vegetative screening and planting locations must be provided as part of a complete ADU application. Exceptions to this design standard apply only to conversion of legally permitted structures that do not include installation of new exterior windows facing an adjacent property line or when only clerestory windows are used and do not provide views into neighboring lots.

d. Two-story detached ADUs shall limit the major access to stairs, decks, entry doors, and windows to the interior of the lot or an alley and comply with all development standards. Only one (1) curb cut shall be permitted per parcel and no additional driveways or access points shall be created to accommodate the ADU or main dwelling unit.

e. Exterior lighting shall be directed downward, fully shielded, and full cutoff or as otherwise required by the building or fire code.

f. Private Open Space. The main dwelling unit and the additional dwelling unit shall each be provided with a minimum of fifteen (15) feet by fifteen (15) feet of usable private open yard area, subject to subsection B.1.c above.

7. **Historical Protections.** An ADU that is on real property that is listed in the California Register of Historic Resources may not alter the exterior of any structure that is designated as a historic resource or, if the entire lot is designated as a historic resource, it may not alter the exterior of any structure on the lot.

**Section 12-56.06. Permit process and timing.**

1. ADUs and JADUs shall be permitted ministerially, without discretionary review or a hearing. The Community Development Director shall issue a building permit to establish an ADU and/or JADU in compliance with this Chapter if all applicable requirements in this Chapter are met, as appropriate.

2. The City must approve or deny an application to create an ADU or JADU within 60-days from the date that the City receives a completed application. If the City has not approved or denied the completed application within 60 days, the application is deemed approved unless either:
    a. The applicant requests a delay, in which case the 60-day time period is tolled for the period of the requested delay; or
    b. If the permit application to create an ADU or JADU is submitted with a permit application to create a new single-family dwelling on the lot, the City may delay acting on the permit application for the ADU or JADU until the City acts on the permit application to create the new single-family dwelling, but the application to create the ADU or JADU shall be considered without discretionary review or hearing. Final building permit inspection for the single-family dwelling shall be approved prior to final building permit inspection approval for the ADU or JADU.

3. If the City denies an application to create an ADU or JADU, the City must provide the applicant with comments that include a list of all the defective or deficient items and a description of how the application may be remedied by the applicant. Notice of the denial and corresponding comments must be provided to the applicant within the 60-day time period established by subsection (2) above.

**Section 12-56.07. Nonconforming Zoning Code Conditions, Building Code Violations, and Unpermitted Structures.**

1. The City will not deny an ADU or JADU application due to a nonconforming zoning condition, building code violation, or unpermitted structure on the lot that does not present a threat to the public health and safety and that is not affected by the construction of the ADU or JADU.

2. As required by State law, the City may not deny a permit to legalize an existing but unpermitted ADU or JADU that was constructed before January 1, 2020~~18~~, if denial is based on either of the following grounds:
    a. The ADU or JADU violates building standards pursuant to Article 1 (commencing with Section 17960) of Chapter 5 of Part 1.5 of Division 13 of the Health and Safety Code, ~~applicable building standards,~~ or

b. The ADU or JADU does not comply with the State ADU or JADU law (Government Code Section ~~65852.2~~66314 et seq., ~~65852.22~~66333 et seq.) or this ~~section~~Chapter.

c. Exceptions:

i. Notwithstanding subsection 2 above, the City may deny a permit to legalize an existing but unpermitted ADU that was constructed before January 1, 2020~~18~~, if the City makes a finding that correcting a violation is necessary to comply with the standards specified in Section 17920.3 of the Health and Safety Code. ~~Protect the health and safety of the public or of occupants of the structure.~~

ii. Subsection 2 above does not apply to a building that is deemed to be substandard in accordance with California Health and Safety Code Section 17920.3."

**Section 12-56.08. ADUs and JADUs prohibited on parcels created under the Starter Home Revitalization Act.**

1. As provided for by State of California Government Code Section 66499.41(g), the City of Santa Maria chooses not to permit an ADU or a JADU on parcels created through the exercise of the authority contained within Government Code Section 66499.41, known as the Starter Home Revitalization Act of 2021.

**SECTION 2.** Under California Public Resources Code Section 21080.17, the California Environmental Quality Act (CEQA) does not apply to the adoption of an ordinance by a city or county implementing the provisions of Article 2 (commencing with Section 66314) or Article 3 (commencing with Section 66333) of Chapter 13 of Division 1 of Title 7 of the Government Code, which sets forth California's ADU and JADU law. Additionally, per California Government Code Section 66499.41(i), the adoption of an ordinance to implement the provisions of California Government Code Section 66499.41 shall not be considered a project under Division 13 (commencing with Section 21000) of the Public Resources Code. Therefore, the Ordinance is statutorily exempt from CEQA.

**SECTION 3.** If any part or provision of this chapter, or the application thereof to any person or circumstance, is held invalid, the remainder of the chapter, including the application of that part or provision to other persons or circumstances, shall not be affected thereby and shall continue in full force and effect. To this end, the provisions of this ordinance are severable.

**SECTION 4.** The Chief Deputy City Clerk is hereby authorized to make minor changes herein to address clerical errors, so long as substantial conformance of the intent of this document is maintained. In doing so, the Chief Deputy City Clerk shall consult with the City Manager and City Attorney concerning any changes deemed necessary.

**SECTION 5.** This Ordinance shall be in full force and effect 30 days after its passage. Within 15 days following its passage, the City Clerk shall cause this Ordinance to be published in a newspaper of general circulation in accordance with State Law; or when deemed necessary due to the length or complexity of the Ordinance, cause a summary of the Ordinance to be prepared and published at least five days prior to the City Council meeting at which the proposed Ordinance is to be adopted. If a summary is published at least five days prior to the City Council meeting at which the proposed Ordinance is to be adopted, then within 15 days after adoption of the Ordinance the City Clerk shall publish a summary of the Ordinance with the names of those City Council Members voting for and against the Ordinance and shall post a certified copy of the full text of such adopted Ordinance along with the names of those City Council Members voting for and against the Ordinance.

**INTRODUCED** at a regular meeting of the City Council held on the _____ day of _____ 2025, and **PASSED AND ADOPTED** at a regular meeting held on the _____ day of _____ 2025, by the following roll call vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAINED:**

_____
Mayor

ATTEST:

_____
Chief Deputy City Clerk

APPROVED AS TO FORM:

_____
City Attorney

APPROVED AS TO CONTENT:

_____
Department Director

_____
City Manager

**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA MARIA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL THE ADOPTION OF AMENDMENTS TO TITLE 12, CHAPTER 12-56 OF THE SANTA MARIA MUNICIPAL CODE GOVERNING ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS**

**WHEREAS,** the City's Zoning Ordinance classifies and regulates the uses of land, buildings, and structures within the City in accordance with the City's General Plan; and

**WHEREAS,** the provisions of the City's Zoning Ordinance are necessary to ensure orderly and beneficial development of the City; and

**WHEREAS**, State law authorizes cities to act by ordinance to provide for the creation and regulation of Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs); and

**WHEREAS,** in recent years, the California Legislature has approved, and the Governor has signed into law, a number of bills that amended Government Code Sections 65852.2 and 65852.22 to impose new limits on local authority to regulate ADUs and JADUs; and

**WHEREAS**, SB 477, which became law in March of 2024, reorganized various provisions relating to the creation and regulation of ADUs and JADUs, which resulted in a renumbering of State ADU and JADU regulations; and

**WHEREAS,** the City desires to amend its local regulatory scheme for the construction of ADUs and JADUs in order to reflect the renumbering and to comply with current California law; and

**WHEREAS,** as provided by California Government Code Section 66499.41(g), the City of Santa Maria affirmatively opts out of permitting an accessory dwelling unit or a junior accessory dwelling unit on parcels created through the exercise of the authority contained within Government Code Section 66499.41, known as the Starter Home Revitalization Act of 2021; and

**WHEREAS**, the proposed amendments are consistent with the City of Santa Maria General Plan; and

**WHEREAS**, the proposed amendments are required for the public necessity, convenience and general welfare; and

**WHEREAS,** on September 3, 2025, the Planning Commission conducted a noticed public hearing and voted to recommend that the City Council adopt the ADU/JADU ordinance; and

**WHEREAS**, at the public hearing, the Planning Commission heard and considered all evidence, including evidence presented in the staff report and all written and oral testimony; and

**WHEREAS**, notices of said public hearing were made at the time and in the manner required by law; and

**WHEREAS,** under California Public Resources Code Section 21080.17, the California Environmental Quality Act (CEQA) does not apply to the adoption of an ordinance by a city or county implementing the provisions of Article 2 (commencing with Section 66314) or Article 3 (commencing with Section 66333) of Chapter 13 of Division 1 of Title 7 of the Government Code, which sets forth California's ADU and JADU law Additionally, per California Government Code Section 66499.41(i), the adoption of an ordinance to implement the provisions of California Government Code Section 66499.41 shall not be considered a project under Division 13 (commencing with Section 21000) of the Public Resources Code. Therefore, the Ordinance is statutorily exempt from CEQA.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Santa Maria, that:

Section 1. The above recitals are true and correct and incorporated herein by this reference.

Section 2. That the Planning Commission recommends that the City Council amend Title 12, Chapter 12-56 as shown on Exhibit 1 attached hereto and incorporated by reference.

**PASSED AND ADOPTED** at a regular meeting of the Planning Commission of the City of Santa Maria held this 3rd day of September, 2025, by the following roll call vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAINED:**

ROBERT DICKERSON, CHAIR
Planning Commission

ATTEST:

DANA EADY, SECRETARY
Planning Commission

Exhibits:
1. Ordinance – Chapter 12-56