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

PLANNING COMMISSION AGENDA
CITY OF SANTA MARIA, CALIFORNIA

Wednesday, May 6, 2026

REGULAR SESSION - 5:30 P.M.

HOW TO ACCESS MEETINGS

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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 Planning Commissioners, 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 at the Community Development Department at 110 South Pine Street, Santa Maria, California.

1. PLEDGE OF ALLEGIANCE

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

3. PUBLIC COMMENT PERIOD
Speakers may provide public comments on any matter within the subject matter jurisdiction of the Commission. Each speaker will be limited to 3 minutes, maximum 15 minutes for Public Comment Period. Unless a majority of the Commission objects, the Chair may provide speakers more or less time to speak. All comments or queries shall be addressed to the Commission as a body and not to any specific member thereof. Pursuant to Government Code §54954.2(a)(2), the Ralph M. Brown Act, no action or discussion by the Commission shall be undertaken on any item not appearing on the posted agenda, except to briefly provide information, ask for clarification, provide direction to staff, or schedule a matter for a future meeting.

4. CONSENT CALENDAR
The consent calendar is approved with one motion. These items are read only on the request of Commission members. Should anyone, including members of the public, wish to discuss or disapprove any item, it must be dropped from the blanket motion and considered as a separate item.

4.a Approval of Minutes

RECOMMENDATION:
Approve the minutes of the Planning Commission for the meeting of DATE.

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

Agenda Report to be given.
Questions from the Commission.
Written communications/Public Input.
Commission discussion and action.

5.a STOWELL ROAD PACKAGE DELIVERY WAREHOUSE PLANNED DEVELOPMENT PERMIT
Property Location: 1680 WEST STOWELL ROAD

Review of a Planned Development Permit (PD2024-0003) for Seefried Development Management, Inc. to construct a new 244,418-square-foot Package Delivery facility campus on a 32-acre site in a PD/CM-AG (Planned Development/Commercial Manufacturing and Agriculture Overlay) district of the West Stowell Specific Plan.

Environmental: Environmental review for this project was completed through the preparation of an Environmental Impact Report (SCH# 2025080640) pursuant to the California Environmental Quality Act State Guidelines.

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

RECOMMENDATION:
That the Planning Commission take the following actions:

1. By resolution, certify the Environmental Impact Report prepared for the proposed project; and

2. By motion, approve Planned Development PD2024-0003 as conditioned.

6. REPORTS BY STAFF

7. ORAL REPORTS OF COMMISSIONERS

8. ADJOURNMENT
Next Study Session: May 7, 2026
Next Public Hearing: May 20, 2026

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 1st day of May 2026.

PLANNING COMMISSION MEETING MINUTES

CITY OF SANTA MARIA, CALIFORNIA

April 1, 2026, 5:30 p.m.
City Hall Council Chambers
110 East Cook Street
Santa Maria

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

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1. PLEDGE OF ALLEGIANCE

Commissioner Seifert led the Pledge of Allegiance.

2. CALL TO ORDER

Commissioners Tom Lopez, Tim Seifert, and Chair Esau Blanco.

Absent: Commissioners Robert Dickerson and Yasameen Mohajer

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

3. CONSENT CALENDAR

The consent calendar is approved with one motion. These items are read only on the request of Commission members. Should anyone, including members of the public, wish to discuss or disapprove any item, it must be dropped from the blanket motion and considered as a separate item.

Moved by: Commissioner Tim Seifert
Seconded by: Commissioner Tom Lopez

Approve the consent calendar.

For (3): Commissioner Tom Lopez, Commissioner Tim Seifert, and Chair Esau Blanco

Absent (2): Commissioner Robert Dickerson, and Commissioner Yasameen Mohajer

Motion carried by a recorded vote (3 to 0)

3.a Approval of Minutes

Approve the minutes of the Planning Commission for the meeting of March 18, 2026.

Motion carried unanimously

3.b BLOSSER RANCH LOT 7 APARTMENTS TIME EXTENSION

Property Location: Southeast Corner of Blosser Road and La Brea Avenue

Review of a Permit Amendment (A2026-0009) to Planned Development Permit (PD2022-0013) to allow a time extension of two-years for Canfield Development, Inc. to construct 301 apartments on 9.31-acres in a PD/R-3 (Planned Development/High-Density Residential) District of the Blosser Southeast Area 5B Specific Plan.

Environmental: The project was adequately covered in a previously adopted Final Supplemental Environmental Impact Report (State Clearinghouse #1994107909) pursuant to California Environmental Quality Act State Guidelines Section 15162.

Planner Contact: Carol Ziesenhenne, 805-925-0951 ext. 1607; cziesenhenne@cityofsantamaria.org

Approve Permit Amendment A2026-0009 granting a two-year time extension for Planned Development Permit PD2022-0013.

Motion carried unanimously

3.c BLOSSER RANCH LOT 2 APARTMENTS TIME EXTENSION

Property Location: Southwest Corner of Stowell Road and Western Avenue

Review of a Permit Amendment (A2026-0010) to Planned Development Permit (PD2023-0006) to allow a time extension of two years for Blosser Fee Owner, LLC to construct 285 apartments, a community center, and associated onsite improvements on 10.23-gross acres in the PD/R-3 (Planned Development/High Density Residential) District of the Blosser Southeast Area 5B Specific Plan.

Environmental: The project was adequately covered in a previously adopted Final Supplemental Environmental Impact Report (State Clearinghouse #1994107909) pursuant to California Environmental Quality Act State Guidelines Section 15162.

Planner Contact: Carol Ziesenhenne, 805-925-0951 ext. 1607; cziesenhenne@cityofsantamaria.org

Approve Permit Amendment A2026-0010 granting a two-year time extension for Planned Development Permit PD2023-0006.

Motion carried unanimously

3.d BLOSSER RANCH LOT 3 APARTMENTS TIME EXTENSION

Property Location: Southeast Corner of Stowell Road and Western Avenue

Review of a Permit Amendment (A2026-0011) to Planned Development Permit (PD2023-0011) to allow a time extension for Blosser Fee Owner, LLC to construct 246 apartments, a community center, and associated onsite improvements on 8.88-gross acres in the PD/R-3 (Planned Development/High Density Residential) District of the Blosser Southeast Area 5B Specific Plan.

Environmental: The project was adequately covered in a previously adopted Final Supplemental Environmental Impact Report (State Clearinghouse #1994107909) pursuant to California Environmental Quality Act State Guidelines Section 15162.

Planner Contact: Carol Ziesenhenne, 805-925-0951 ext. 1607; cziesenhenne@cityofsantamaria.org

Approve Permit Amendment A2026-0011 granting a two-year time extension for Planned Development Permit PD2023-0011.

Motion carried unanimously

4. PUBLIC COMMENT PERIOD

Speakers may provide public comments on any matter within the subject matter jurisdiction of the Commission. Each speaker will be limited to 3 minutes, maximum 15 minutes for Public Comment Period. Unless a majority of the Commission objects, the Chair may provide speakers more or less time to speak. All comments or queries shall be addressed to the Commission as a body and not to any specific member thereof. Pursuant to Government Code §54954.2(a)(2), the Ralph M. Brown Act, no action or discussion by the Commission shall be undertaken on any item not appearing on the posted agenda, except to briefly provide information, ask for clarification, provide direction to staff, or schedule a matter for a future meeting.

There were no requests to speak.

5. PUBLIC HEARINGS

ORDER OF PROCEEDINGS FOR PUBLIC HEARING ITEMS:
Agenda Report to be given.
Questions from the Commission.
Written communications/Public Input.
Commission discussion and action.

5.a A STREET DELI PLANNED DEVELOPMENT PERMIT

Property Location: 1500 W Betteravia Road

Review of a Planned Development Permit PD2025-0005 for Rami Zakour to construct a 4,420 square foot market/deli on a 0.5-acre site in a PD/C-2 (Planned Development/ General Commercial) zoning district.

Environmental: The project was adequately covered in a previously adopted initial study/ negative declaration pursuant to California Environmental Quality Act (CEQA) State Guidelines Section 15162.

Planner Contact: Daisey Miranda, 805-925-0951 ext. 2016; dmiranda@cityofsantamaria.org

By motion, approve Planned Development Permit PD2025-0005, as amended.

For (3): Commissioner Tom Lopez, Commissioner Tim Seifert, and Chair Esau Blanco

Absent (2): Commissioner Robert Dickerson, and Commissioner Yasameen Mohajer

Motion carried by a recorded vote (3 to 0)

6. REPORTS BY STAFF

7. ORAL REPORTS OF COMMISSIONERS

8. ADJOURNMENT

Next Study Session: April 16, 2026
Next Public Hearing: April 15, 2026

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 27th day of March 2026.

There being no further business, Chair Blanco declared the Planning Commission meeting adjourned at 6:45 p.m.

_____

Dana Eady, Assistant Secretary

_____

Esau Blanco, Planning Commission Chair

CITY OF SANTA MARIA
PLANNING COMMISSION STAFF REPORT
MAY 6, 2026

STOWELL ROAD PACKAGE DELIVERY WAREHOUSE PLANNED DEVELOPMENT PERMIT

Property Location: 1680 WEST STOWELL ROAD

Review of a Planned Development Permit (PD2024-0003) for Seefried Development Management, Inc. to construct a new 244,418-square-foot Package Delivery facility campus on a 32-acre site in a PD/CM-AG (Planned Development/Commercial Manufacturing and Agriculture Overlay) district of the West Stowell Specific Plan.

Environmental: Environmental review for this project was completed through the preparation of an Environmental Impact Report (SCH# 2025080640) pursuant to the California Environmental Quality Act State Guidelines.

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

RECOMMENDATION:

That the Planning Commission take the following actions:

1. By resolution, certify the Environmental Impact Report prepared for the proposed project; and
2. By motion, approve Planned Development PD2024-0003 as conditioned.

BACKGROUND

The applicant, Seefried Development Management, Inc., proposes to construct an approximately 169,000-square-foot package delivery warehouse and 75,314 square feet of ancillary support structures on the 32-acre site. The proposed delivery warehouse will serve as the final step in the e-commerce fulfillment process, operating 24/7 to deliver goods to customers within 125 square miles adjacent to the location.

The project site is located in a Planned Development/Commercial Manufacturing - Agriculture Overlay (PD/CM-AG) district of the West Stowell Specific Plan, at 1680 West Stowell Road (Attachment A – Vicinity Map). The site consists of two vacant parcels which have remained vacant under the interim use of row-crop production since the adoption of

the Specific Plan in 1994. The two parcels will be merged as a part of this project to have a combined ¼ mile long West Stowell Road frontage.

Agricultural production land within Santa Barbara County lies directly north of the site across Stowell Road. The Santa Barbara Humane Campus is located approximately 200 yards to the west at 1687 West Stowell Road. The Santa Maria Valley Railroad corridor forms the southern boundary of the site, with the industrial designated lands of the Area 9 Specific Plan beyond. To the west there are existing cooling facility and warehouse sites also located within the West Stowell Specific Plan's PD/CM-AG zone, including Driscoll's 155,000-square-foot fruit cooler, Bonipak Produce's 170,000-square-foot cooler, and Cal Giant's 87,000-square-foot facility. Immediately to the east of the project site at 1550 West Stowell Road is the recently approved (and under construction) 62,000-square-foot Maxco Packaging box assembly and outdoor storage facility. Besides this project site, approximately 26 acres of the Specific Plan remain vacant and/or under interim crop production use and available for future industrial development.

West Stowell Specific Plan

The City Council adopted the Heavy Commercial Manufacturing (HCM) General Plan Land Use designation for this area on September 15, 1992, in order to support the annexation of this area into the City. A Sphere of Influence Expansion and Annexation project Final Environmental Impact Report (E-88-10) was also certified by the City Council, which incorporated a statement of overriding considerations acknowledging the impacts the new land use designation would pose to agricultural uses. The overriding consideration made in 1992 specifically considered the loss of prime agricultural land to future industrial development but found that this and the other annexation projects being analyzed served an overriding need for the growth of the community.

On July 5, 1994, the Council adopted Resolution 94-123 and Ordinance 94-122 adopting the West Stowell Specific Plan and subsequently approved the annexation of the specific plan on August 16, 1994, through Resolution 94-161.

One of the goals identified for the West Stowell Specific Plan was "…to achieve a unique, identifiable agricultural and industrial area that provides functional unity with the area's agricultural character." (Goal 1, West Stowell Specific Plan). A further discussion of the project's compatibility with the West Stowell Specific Plan is provided later in this report.

Planning Commission Study Session

The Planning Commission held Study Sessions regarding the package delivery warehouse project on October 3, 2024, December 18, 2025, and January 22, 2026. During these meetings, the Planning Commission received presentations from City staff, heard from the applicant Seefried Development Management, Inc., inquired about the project's operations, traffic impacts and the environmental review process, and received comments from the public primarily consisting of concerns about potential traffic impacts.

DISCUSSION

The main building will consist of a 169,104-square-foot package delivery warehouse with automotive canopies attached to the entire length of both the east and the west elevations, providing a 67,870-square-foot covered area for vehicle staging. Ancillary site structures include two remote restrooms (453 square feet each), one automated vehicle inspection building (1,545 square feet) and one fleet service building (4,993 square feet). The total square footage of development when considering the main warehouse, canopies, and ancillary structures is 244,418 square feet.

Architecture

The proposed warehouse facility is concrete tilt-up style structure with metal canopies on the east and west elevations. Office areas will be located at the front (north) side of the building with pedestrian entry and windows facing Stowell Road. This office portion of the building will be approximately 26 feet in height, with the taller (45 feet) warehouse portion of the building behind. The exterior will incorporate grid patterns of heavy reveal lines combined with a paint scheme consisting of multiple tones of gray and a blue accent. This structure will incorporate a flat roof with a six-foot-tall parapet to ensure all rooftop mechanical is screened from view.

The ancillary structures will be constructed of metal siding and roofing with gray and blue exteriors to coordinate with the warehouse. The ancillary structures range in height from 14 feet to 30 feet. The proposed building and roof materials are compatible with the surrounding industrial development and conform with the exterior design requirements of the West Stowell Specific Plan.

Pole mounted site lighting and wall mounted lighting is proposed, which would each be compatible with the building. All exterior lighting shall be fully shielded and downward directed to prevent glare.

Requested Modification to Development Standards

The West Stowell Specific Plan requires building height not be "… in excess of 35 feet in height *unless allowed with a use or planned development permit.*" As part of the Planned Development Permit, and due to the operational needs of the distribution facility, the applicant is requesting the Planning Commission approve a modification of the building height provision to allow the warehouse building to be 45 feet tall.

The project includes design elements that compensate for any potential impact of the proposed height increase. As noted earlier, six of the additional ten feet of requested height are to provide a building parapet sufficient to screen the rooftop equipment. The appearance of height of the warehouse building is diminished by the stepped height transition to the shorter, 26-foot-tall office component oriented toward the street. The placement of the building also is a compensating factor. The West Stowell Specific Plan permits a 35-foot-tall building with as little as a 40-foot setback required to the street and no side or rear setback required. In contrast, the proposed building is placed over 140 feet from the front property line (over 210 feet to the taller portion of the building), with

over 200 feet distance at the rear, and over 500 feet from either of the side property lines. For these reasons, the requested height increase is supported.

Other than this height modification request, the proposed project is consistent with the Municipal Code and the West Stowell Specific Plan development standards, meeting requirements for landscape area, setbacks, screening, and parking spaces provided.

Parking

The West Stowell Specific Plan relies on the Santa Maria Municipal Code (SMMC) Chapter 12-32 standards for the minimum parking required, in this case for the warehouse and office space uses, and for the ancillary automotive repair and inspection uses; one parking space is required for every 1,040 square feet of gross warehouse floor area and one parking space for each 260 square feet of gross office floor area. Automotive repair is calculated at three spaces required per repair bay. Based on project design, 208 parking spaces are required for the project, with 272 spaces provided. These spaces are for the employees and visitors to the project, and do not include the additional 706 stalls provided for the fleet of delivery vans, loading areas, or truck bays.

The parking field for employees is located on the northern portion of the site, with the fleet parking areas to the sides and rear of the proposed building. The facility would be enclosed with an eight-foot-tall, decorative tubular steel fence with pedestrian and vehicular gates for security and traffic control. The driveway gates shall be setback 25 feet from back of sidewalk so vehicles can maneuver completely out of the street when waiting for the gates to open. The overall project design is in conformance with the West Stowell Specific Plan parking lot design standards, landscape screening measures and site planning requirements.

Landscape

The applicant is proposing 20 percent of the project site (approximately 279,000 square feet) be provided as landscape area, exceeding the 15 percent Municipal Code requirement. A significant portion of this landscape area is provided along the project frontage and incorporated into the employee parking area nearest to West Stowell Road to provide screening of the parking areas and an attractive setting for the facility. There is a mixture of trees, shrubs and groundcover proposed, with 33 street trees placed along West Stowell Road and an additional 200 trees throughout the site. The proposed landscape plan has been designed to be compliant with the requirements of the West Stowell Specific Plan and the City of Santa Maria Municipal Code. In conformance with new General Plan policy, the Planned Development Permit incorporates a prohibition of the use of any invasive plant species adjacent to the neighboring agricultural uses, and requires that the landscape plans include an acknowledgment of compliance with this prohibition by the landscape architect.

Infrastructure

The proposed development will be served by existing and planned urban infrastructure, with appropriate urban services, and adjacent to the existing developed industrial uses. The proposed project addresses infrastructure by providing adequate sewer, water and

drainage facilities, and on-site stormwater retention requirements. This is accomplished through a combination of AB 1600 fee payments toward public infrastructure, and construction of private on-site improvements and public infrastructure improvements adjacent to the site, the accommodation of City trunk sewer line realignment across the property, as well as to underground existing and proposed utilities adjacent to the site.

A component of the project's conformance is providing improvements along West Stowell Road, including the widening of the south side of Stowell Road to the City's Secondary Arterial roadway standards with a paved shoulder and curb, gutter, and sidewalk facilities; installation of additional eastbound travel lanes; providing a center two-way left-turn lane to ensure adequate and safe ingress and egress is provided to and from the site; and a bicycle lane. Sidewalk improvements, pedestrian barricades, street lighting, and curb and gutter modifications adjacent to the site are also provided by the applicant. The pedestrian and bicycle improvements would enhance multimodal safety and are consistent with the City's recent investments in pedestrian safety and accessibility upgrades on the Stowell Road corridor.

The proposed infrastructure improvements have been analyzed to ensure the site is integrated into the systems serving the existing and future developments and to ensure infrastructure capacities are not exceeded or adversely impacted. The project has been found to conform to Specific Plan Section 2.2 Circulation Plan, Section 3.2 Circulation Design Standards, Section 3.3.1 Public Improvements, Section 2.4 Infrastructure Plan, and Section 3.4 Infrastructure Standards.

Project Operations

The facility receives packages which are transported to the facility via line-haul (tractor trailer) trucks from regional fulfillment centers. Thirty-four line-haul trucks are expected to deliver packages to the warehouse each day between 10:00 PM and 8:00 AM.

The packages are then organized and sorted by delivery routes and loaded into vehicles (company vans and private carriers) for delivery between 10:00 a.m. and 9:00 p.m. Delivery vans will depart from the warehouse at a regulated flow of up to 72 vans every 20 minutes, until up to 345 vans have departed the facility. These routes are completed within eight to ten hours after dispatch and the delivery vans are parked onsite until the next day. In addition to the vans, there will be up to 97 additional 'private carrier' deliveries from the center. These will be the private carrier's passenger vehicles, which will load and depart every 15 minutes between 4:30 p.m. – 6:00 p.m. The private carriers pick up only one set of packages a day, and unlike the vans, when those deliveries are completed, they do not return to the warehouse. These line-haul, van, and private carrier trip estimates assume the facility operating at full capacity during the busiest season, and therefore are the maximum expected trips for this facility.

The ancillary vehicle inspection and repair buildings will only service the fleet vehicles, and on an as-needed basis. Having these functions on-site is a convenience for the applicant, saving time but also avoiding trips to offsite locations for repairs and maintenance.

Traffic

A traffic analysis was conducted for the project and reviewed by Public Works and the Fire Department. The analysis evaluated roadway safety, intersection operations, and potential conflicts with existing traffic patterns in proximity to the project site. The analysis included an assessment of vehicle speeds, lane configurations, sight distance, and roadway geometry in accordance with City standards and industry-standard methodology.

The project's traffic analysis evaluated a worst-case scenario by assigning all project traffic to Stowell Road and analyzing the intersections most likely to experience impacts. If traffic had been dispersed more broadly, the resulting volumes at other locations would have been too low to produce meaningful findings. The study followed City guidelines for impact time periods, study locations, and traffic distribution to ensure a conservative assessment. Additionally, the project analysis evaluated potential cumulative traffic effects of adding the project in combination with surrounding planned and pending project development to determine the cumulative transportation impacts.

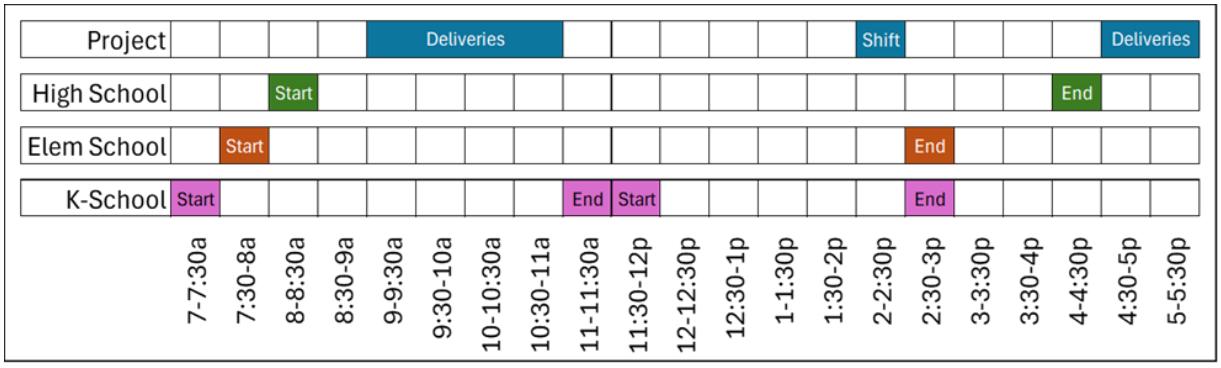
The project's traffic analysis evaluated the distribution of project-generated trips throughout a typical day. The analysis concluded that the project-generated traffic from the line-haul trucks, delivery vans, and private carrier operations are timed to occur outside of the standard morning and evening peak traffic periods. Likewise, the arrival and departure times of the project's vehicles do not correspond to the peak traffic times generated by the adjacent agricultural facilities, nor does the project's traffic peaks coincide with the peak school traffic periods.

While the analysis also indicated that all study area unsignalized intersections, including driveways, are expected to operate at an acceptable Level of Service (LOS), the analysis did identify two signalized West Stowell Road intersections which are currently experiencing heavy LOS traffic, even without the project. The overall level of service at these and the other intersections along the West Stowell Road corridor will be addressed by the applicant through signal timing optimization of all signals, including the Bradley/Columbia intersection with the on- and off-ramps to US-101.

In addition, project van delivery drivers would use a routing application that incorporates real-time traffic data to avoid congested corridors and identify the most efficient travel paths for deliveries. Residential streets would be used only when making direct deliveries to homes in those neighborhoods.

The traffic analysis concluded that West Stowell Road has adequate capacity to accommodate projected vehicle volumes and would continue to operate safely with implementation of project improvements adjacent to the project site. In addition, the project will provide optimization of the signaled intersections on Stowell Road eastward to Highway 101 which will enhance the overall level of service, reducing the impact of any project generated traffic.

During the Study Session discussions, concerns on how the project's trips might add to traffic congestion and student safety on Stowell Road were raised. Additional traffic analysis conducted since the Study Sessions identify that school-related traffic appears primarily in the early morning between approximately 7:30 a.m. and 8:30 a.m., corresponding with student drop-off periods for kindergarten, elementary, and high schools. Additional school-related traffic occurs in the mid-afternoon, around 2:30 p.m. to 4:00 p.m., aligning with student dismissal times. In contrast, the project-related traffic would occur intermittently throughout the day, with noticeable activity during mid-morning (around 9:00 a.m. to 11:00 a.m.), in the afternoon at 2:00 p.m., and then again at 4:30 p.m., outside peak school-related traffic periods. These findings, depicted in the table below, demonstrate that the project would not make travel along Stowell Road more congested at the times when students are typically using or crossing the road, nor would the project degrade the safety for roadway users including pedestrians, bicyclists, and school-age children along Stowell Road. The project would not exacerbate peak-hour school congestion or pedestrian safety issues.



Besides conditions for public improvements, the Planned Development Permit requires the applicant to:

- Prepare a corridor study to optimize the signal timing on Stowell Road from Blosser Road to Bradley Road.
- Prepare a signal warrant analysis for the Stowell Road/Thornburg Road intersection. If the signal warrant analysis determines that a traffic signal is not warranted, the applicant shall design and install a Pedestrian Hybrid Beacon (PHB) at the Stowell Road/Thornburg Road intersection.
- Provide the City with an annual accounting of all trips generated by the facility, including employee vehicles, line haul trucks, delivery vans, and private carrier vehicles, to document that the number of daily trips generated by the operation of the facility remains consistent with traffic analysis.
- Provide each van delivery driver with a routing application that incorporates real-time traffic data so drivers can avoid congested corridors and identify efficient travel paths for deliveries, while keeping to arterial and collector streets and only entering residential neighborhoods for a delivery within that neighborhood.

- Pay the Traffic Mitigation Fee at time of occupancy.

Land Use and Specific Plan Zoning Compatibility

This site has been an established area for future development in the early 1990s, since the pre-annexation establishment of the Heavy Commercial Manufacturing (HCM) General Plan Land Use designation, the certification of the Sphere of Influence Expansion and Annexation EIR and statement of overriding considerations, and the adoption of the West Stowell Specific Plan establishing the PD/CM-AG zone district.

The project does not involve a change to the General Plan land use designation. The General Plan Update maintains the existing HCM designation for this and the other sites within the Specific Plan. Likewise, the HCM land use definition remains consistent between the existing and updated Land Use Element versions. The new Land Use Element states that the intent of the HCM designation is:

> *"To permit activities that combine manufacturing and retail on the same site, along with other heavy commercial uses that are land intensive, involve transport of materials by heavy trucks, require large loading and docking areas, and may generate significant noise. Allowed uses: Lumberyards, boat works, warehouses, wholesale building supply dealers, mobile home sales, farm equipment sales, equipment repair."*

This definition is nearly word-for-word of the existing definition, apart from the addition of a maximum 1.0 floor area ratio, a standard to which this project complies. The Updated Land Use Element will also continue to designate the CM zoning district as the corresponding district for the HCM Land Use. The project does not propose any use or activity, such as retail or residential development, that would constrain or conflict with the adjacent industrial or agricultural uses. Therefore, this project has been determined to be consistent with the current as well as the updated Santa Maria General Plan.

This project does not require an amendment to the West Stowell Specific Plan. Section 2.1.1 of the Specific Plan states: "*Development under the West Stowell Specific Plan represents a continuation of the land use pattern that already exists in and around the planning area. It is designed to accommodate future industrial growth, while maintaining agricultural land uses and minimizing impacts to the environment."*

The West Stowell Specific Plan designates this site as PD/CM (Planned Development/Commercial Manufacturing) zone with an Agriculture (AG) Overlay.

Specific Plan Section 3.1.1 identifies a purpose of the Commercial/Manufacturing (CM/AG) zone district as "…*a zone district that is diverse, yet also restrictive, in order to ensure compatibility with the protection of neighboring agricultural land uses from any negative impacts such as noise, odor, lighting, traffic, growth inducement or degradation of visual aesthetic values.*"

The West Stowell Specific Plan was adopted in 1994 with the goal of meeting the *"…increasing demand for large industrial and agricultural industrial space in the Santa*

Maria Valley." While this proposed facility does not have an agricultural focus, the Specific Plan, like the Municipal Code, provides the Planning Commission with the discretion to consider similar uses for the site through the Planned Development Permit process. Specific Plan Section 3.1.1.d establishes a process whereby the Planning Commission may approve a similar use which is not a specifically listed conditional use by finding the proposed use falls within the intent and purpose of the zone, will not be obnoxious or detrimental to the public welfare, and is compatible with adjoining land uses.

Some similar uses listed in the Specific Plan include "*agriculture packaging and processing plants, produce distribution warehouse, wholesale supply, storage and distribution center"* (as permitted uses) and "*large truck and tractor sales and services facilities"* (as a conditional use), all of which can have similar building size and site design needs, dependance on vehicles and trucks, and other operational functions similar to this proposed package delivery warehouse. Likewise, the potential noise, odors, lighting and traffic generated by this facility would be similar to an agriculture packing and processing plant, a produce distribution warehouse, or a wholesale supply, storage and distribution center, which are uses *permitted* by right by the Specific Plan. In this way, the project will be consistent with the character and intensity of the existing developed West Stowell uses, with the primary difference being that this facility will not be handling agricultural products.

Lastly, the project has been thoroughly evaluated for any potential environmental impacts, with input from other agencies and the public, resulting in the preparation of an Environmental Impact Report (EIR). The resulting EIR mitigations reduce this project's potential to pose any negative impacts to the community, and the neighboring agricultural land uses in terms of noise, air quality, odor, lighting, traffic, growth inducement or degradation of visual aesthetics, hazards, and public health beyond that of the Specific Plan's permitted uses. Therefore, the use is compatible with adjacent industrial and agricultural activities and does not threaten their viability.

The Planned Development Permit, the conditions and the EIR mitigations combine to provide for "…*future industrial growth, while maintaining agricultural land uses and minimizing impacts to the environment"* and will *"…ensure compatibility with the protection of neighboring agricultural land uses from any negative impacts such as noise, odor, lighting, traffic, growth inducement or degradation of visual aesthetic values"* in conformance with the West Stowell Specific Plan.

The West Stowell Specific Plan Section 3.1.1.d finding for the similar, compatible use determination, as well as the Conditional Use Permit and Planned Development Permit findings (Sections 12-35.105 and 12-35.203 of the Santa Maria Municipal Code) are incorporated in the draft Planned Development Permit provided as Attachment B.

<u>Environmental</u>

Section 2.1.1 of the West Stowell Specific Plan describes the land use of the specific plan as "… designed to accommodate future industrial growth, while maintaining agricultural land uses and minimizing impacts to the environment." The environmental analysis and

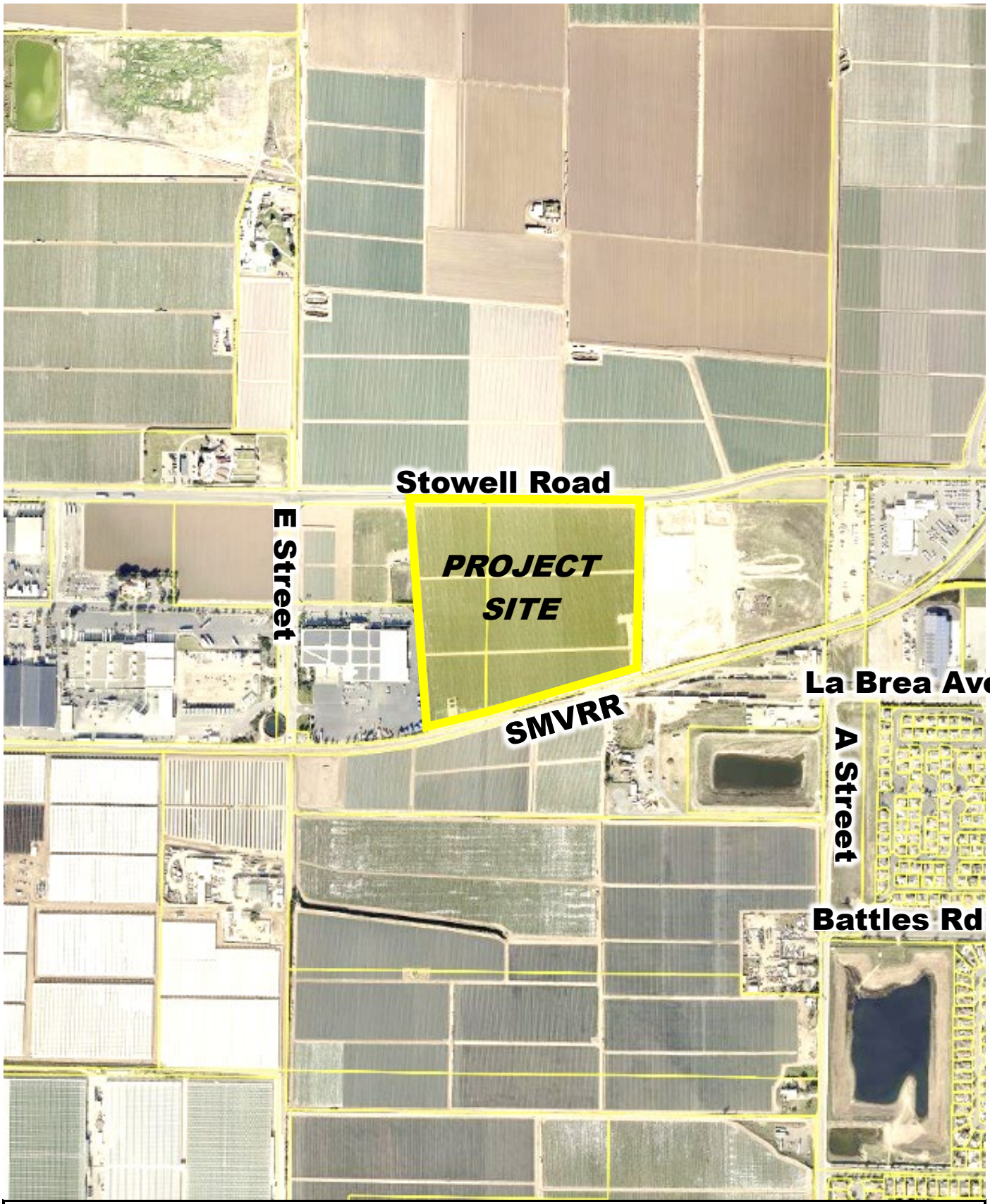
review for this project was completed through the preparation of an Environmental Impact Report (EIR) (SCH# 2025080640) pursuant to the California Environmental Quality Act State Guidelines. The EIR was circulated for public review from November 12, 2025, to January 16, 2026. The comments received and responses to those comments are provided in the final EIR, provided as Attachment C to this report. The EIR found the project would have potentially significant environmental impacts in the topic areas of air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, and has incorporated mitigation measures (Attachment F) to reduce these project impacts to less than significant.

The EIR also identified the project would generate significant Vehicle Miles Traveled (VMT) transportation impacts and has incorporated three mitigation measures aimed at reducing these impacts: requiring the applicant to develop and implement a Travel Demand Management Plan (Mitigation TR-1), Project-Level Travel Demand Management Plan (Mitigation TR-2) and Fleet and Operational Measures (Mitigation TR-3). Employer commute programs, transit subsidies, bike infrastructure, and fleet electrification are measures that the applicant could employ to satisfy these mitigations. However, there is no feasible way to reduce the miles associated with the delivery operations, as these delivery miles result from the primary intended function of this facility. Reducing the size of the proposed project was also analyzed but was also found to not reduce VMT impacts to insignifigance.

Even with the VMT mitigations applied to the project, the mitigations will not reduce the project's transportation impacts to a less than significant level. Therefore, the EIR identifies VMT as a significant and unavoidable (Class I) impact. The Statement of Overriding Considerations addressing this Class 1 impact is provided as Attachment E.

Attachments

- A – Vicinity Map
- B – Permit
- C – Environmental Impact Report
- D – CEQA Findings
- E – Statement of Overriding Consideration
- F – Mitigation Monitoring and Reporting Program
- G – Plan Set



North

Attachment A
Vicinity Map

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. **PD2024 – 0003**

APPROVAL DATE **May 6, 2026**

PROJECT NAME **Stowell Road Package Delivery Warehouse**

APPLICANT/OWNER **Seefried Development Management, Inc. / Livio Bognuda, Trustee of the Livio Bognuda Revocable Trust dated August 12, 2010, Livio Bognuda, Jr., Trustee of the Livio Bognuda Jr. Revocable Trust dated April 23, 2024, Lisa E C-Bognuda, Trustee of the Lisa E C-Bognuda Revocable Trust dated April 23, 2024, Wendy Hudson, Trustee of the Wendy Hudson Revocable Trust dated April 23, 2024, John B. Bognuda, Trustee of the John B. Bognuda Revocable Trust dated December 17, 2021, Jimmy D. Bognuda and Silvia I. Bognuda, Trustees of the Jimmy D. and Silvia I. Bognuda Revocable Trust dated December 17, 2021**

ADDRESS/LOCATION **1680 West Stowell Road**

DESCRIPTION **Review of a Planned Development Permit (PD2024-0003) for Seefried Development Management, Inc. to construct a new 244,420 square-foot Package Delivery facility campus on a 32-acre site in a PD/CM-AG (Planned Development/Commercial Manufacturing and Agriculture Overlay) district of the West Stowell Specific Plan.**

FINDINGS

The Planning Commission hereby makes the following findings through the process provided for by the West Stowell Specific Plan Section 3.1.1.d to consider this submitted project application as a conditional use under the Specific Plan's Commercial Manufacturing/Agriculture Overlay (CM/AG) Zone:

A. The proposed project is consistent with the purpose and intent of the West Stowell Specific Plan's Commercial Manufacturing/Agriculture Overlay (CM/AG) Zone as the project establishes compatibility with the adjacent industrial and agricultural activities by avoiding the generation of significant noise, odor, lighting, traffic, hazards, growth inducement, or degradation of visual aesthetic values or public health that would negatively impact those adjacent uses, and, the potential noise, odors, lighting and traffic generated by this facility would be similar to an agriculture packing and processing plant, a produce distribution warehouse, or a wholesale supply, storage and distribution center, which are uses permitted by right by the Specific Plan, therefore the project shall not be obnoxious or detrimental to the public welfare and shall not threaten the viability of the adjacent agriculturally-related industrial uses.

B. The proposed project is found to be similar in scope and scale to those other permitted and conditional uses listed in Section 3.1.1 of the Specific Plan's CM/AG zone district, such as agricultural packing and processing plant, produce distribution warehouse, wholesale supply storage and distribution center, and large truck sales and service facilities, subject to the conditions contained in this permit and mitigation measures of the Environmental Impact Report and Mitigation Monitoring and Reporting Program for the project.

C. That per the West Stowell Specific Plan Section 4.7.2, a Planned Development (PD) permit is required of all new development proposals within the specific plan and fulfills the same function as a conditional use permit, consistent with the findings of Chapter 35 of the Zoning Ordinance.

D. That the Planned Development Permit conditions and the EIR mitigation measures combine to provide for '…future industrial growth, while maintaining agricultural land uses and minimizing impacts to the environment' and will '…ensure compatibility with the protection of neighboring agricultural land uses from any negative impacts such as noise, odor, lighting, traffic, growth inducement or degradation of visual aesthetic values' in conformance with the West Stowell Specific Plan.

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's Heavy Commercial/Manufacturing (HCM) Land Use Designation, which is the underlying Land Use Designation of the West Stowell Specific Plan.

The proposed project meets the goals of the West Stowell Specific Plan set forth in Section 1.2 in that the proposed project will achieve a unique, identifiable agricultural and industrial area that provides functional unity with the areas agricultural character in that the proposed project is similar in scope and scale to those other permitted and conditional uses listed in Section 3.1.1 of the Specific Plan's CM/AG zone district and the operation of the facility will not generate negative or adverse impacts to the existing adjacent agricultural-industrial uses within the Specific Plan. In addition, the proposed project addresses the infrastructure demands and proposes cost-effective methods of providing adequate sewer, water and drainage facilities within the Specific Plan by providing a combination of AB 1600 fee payments toward public infrastructure and construction of public infrastructure improvements adjacent to the site, including frontage improvements along Stowell Road, the accommodation of City trunk sewer line realignment across the property, as well as undergrounding existing and proposed utilities adjacent to the site, and thereby integrating the proposed project within the context of the existing and future Specific Plan developments and conforming to Section 2.2 Circulation Plan, Section 3.2 Circulation Design Standards, and Section 3.3.1 Public Improvements, and Sections 2.4 Infrastructure Plan and 3.4 Infrastructure Standards of the Specific Plan to ensure

infrastructure capacities are not exceeded or adversely impacted.

Section 2.1.1 of the West Stowell Specific Plan describes the land use of the specific plan as '… *designed to accommodate future industrial growth, while maintaining agricultural land uses and minimizing impacts to the environment*.' Additionally, this section of the Specific Plan specifies the HCM designation permits '… *heavy commercial uses which may be land extensive or require transport of materials by heavy truck*', both of which are characteristics of the project.

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, as the project plans document conformance with the West Stowell Specific Plan requirements for minimum parcel size, accessory uses, building setbacks, design and screening of loading areas, parking lot design and the number of parking spaces provided for employees and fleet vehicles, fencing, landscape area, lighting, and refuse collection, as noted in Zone Standards of Sections 3.1.1 and the Private Improvement provisions of Section 3.3.2 of the West Stowell Specific Plan.

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. The project plans document conformance with the public improvements required in Section 3.3.1 of the West Stowell Specific Plan and shall pay traffic mitigation fees for future roadway improvement projects. A component of the project's conformance is providing the widening of the south side of Stowell Road to the City's Secondary Arterial roadway standards, with a paved shoulder and curb, gutter, and sidewalk facilities, and providing a two-way left-turn lane to ensure adequate ingress and egress is provided to and from the site. Additionally, the project shall optimize the signal timing at the intersections along the W. Stowell Road corridor with Blosser Road, Broadway, Bradley Road, and the southbound Columbia/I-101 on and off ramp intersection. The onsite and offsite improvements have been reviewed by the City's Public Works Engineering Division and the Fire Department for compliance with access and safety standards.

D. That the proposed use will have no adverse effect upon abutting properties. The Package Delivery facility shall not involve significant quantities of hazardous materials, and shall not generate adverse degrees of noise, odor, glare, or produce inordinate quantities of solid or liquid wastes. The facility site is designed to comply with stormwater retention requirements. The developed site will be self-contained by providing adequate on-site parking for employees, fleet vehicles, and line hall trucks. Additionally, the proposed setback area, building placement, landscaping and fencing would ensure a functional and aesthetically pleasing urban design, creating a unified effect with the neighboring agriculturally related industrial facilities.

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 industrial or agricultural uses in the neighborhood or contrary to its orderly development. The Package Delivery Facility is similar in scope and scale to those other permitted and conditional uses listed in Section 3.1.1 of the West Stowell Specific Plan's CM/AG zone district, such as agricultural packing and processing plant, produce distribution warehouse, and wholesale supply storage and distribution center. The Package Delivery Facility operations will be self-contained, provide sufficient parking to accommodate employees, and fleet vehicles and line-haul trucks. The facility shall comply with the regulations of the Santa Barbara Air Quality District to minimize and control air pollution and particulate matter. The facility's peaks in traffic generation are timed so they do not occur simultaneously with area wide peak hours of traffic, nor do they correspond with the peak traffic hours generated by the adjacent agriculturally related industrial facilities within the West Stowell Specific Plan.

The mitigation measures from the Environmental Impact Report, conditions of approval and development standards required for this project address and alleviate potentially adverse impacts to neighboring properties that could result from the proposed project. 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.

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

G. The West Stowell Specific Plan requires building height not be '… *in excess of 35 feet in height unless allowed with a use or planned development permit.*' The applicant requests a modification to allow an approximately 45-foot-tall building. Other than this request for an additional ten feet of height, the proposed project is consistent with the General Plan, Municipal Code and the West Stowell Specific Plan.

H. The project includes superior design elements that mitigate or compensate for any potential impact of the proposed height modification on the surrounding area. The required front yard setback requirement of the West Stowell Specific Plan permits a 35-foot-tall building to be located as close as 40 feet from the street, with no side or rear setbacks required. The proposed project provides over 140 feet of front building setback, with this closest portion of the building being only 26 feet tall. The 45-foot-tall portion of the building is setback over 210 feet from the street. This design provides a stepped height transition oriented toward the street frontage. The warehouse building is also over 200 feet from the rear property line, and over 500 feet from either side property lines. Landscape areas incorporating trees are provided on all perimeters of the site and will provide screening of the building.

The building front elevation's stepped building design, in addition to the perimeter landscaping and very large setbacks, will make the ten-foot building height increase imperceptible from the public street and neighboring properties, and therefore shall compensate for the height modification.

I. The proposed building height modification is driven by, and essential to, the operational demands of the Package Delivery Warehouse, with six of the additional 10 feet of requested height serving to provide a building parapet sufficient to screen the rooftop equipment;

J. The proposed modification for ten feet of additional building height achieves the internal functional needs for the applicant. The additional building height has been minimized to the maximum extent possible consistent with Subsections (a) through (c) of Section 12-35.203 of the Municipal Code.

K. Environmental review for this project was completed through the preparation of an Environmental Impact Report (SCH# 2025080640) pursuant to the California Environmental Quality Act State Guidelines. No further environmental review is required.

CONDITIONS OF APPROVAL

The project is approved subject to the following Conditions of Approval:

Community Development Department

1. Project Description. The permittee shall ensure the project substantially conforms with the project description, plan set entitled Seefried Industrial Properties Distribution Center consisting of 19 pages dated April 7, 2025, and Conditions of Approval of this permit. Any substantial changes from the project description, Plan Set, or conditions may require a permit amendment. Contact the Planning Division prior to changing anything described on the Plan Set or in the project description.

2. Mitigation Monitoring Program. The mitigation measures in the Mitigation Monitoring Program for the Environmental Impact Report (State Clearinghouse Number SCH# 2025080640) shall remain in full force and effect and are hereby incorporated by reference.

3. Trip Monitoring. For the first three years of project operations, the applicant shall provide the City with an annual report documenting the total number of daily trips, including employee vehicles, line haul trucks, delivery vans, and private carrier vehicles. If the reports show that project trips are Substantially consistent with the Site Traffic Schedule and traffic analysis completed by NV5, dated May 28, 2025, no further reporting will be required, unless an annual report is requested by the Community Development Director. If the reports show that project trips materially exceed the projections, then the applicant shall use good faith efforts to bring its operations into conformance and continue to submit annual reports for an additional three years. If these reports indicate that the facility continues to exceed the projected number of daily trips by 10% or more, with a frequency averaging

more than one day per week over the year, then the applicant shall prepare and submit an additional traffic impact analysis evaluating the effect of the excess trips on the City's roadway network. If that analysis shows significant new level of service impacts, then the facility may be subject to additional environmental review and/or amendment to this conditional use permit/planned development permit per Section 12-35.502 of the Municipal Code.

4. Van Delivery. The applicant's van delivery drivers shall utilize mapping and routing software to reduce delivery trip lengths, improve efficiency, and avoid congested corridors, and that will favor routing on Arterial and Collector classified streets within the City. The applicant will provide Van deliver drivers with such technology for daily deliveries.

5. 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 manufacturer's labeled paint chips.

6. 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.

7. Parking Area. The Project exceeds the Municipal Code required minimum of two hundred and eight employee/guest parking spaces. In addition, separate on-site parking spaces are provided in sufficient number to accommodate fleet vehicles. The site access shall be paved and double striped in accordance with City parking standards. The parking area shall be maintained and resealed and restriped as needed. 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.

8. Bike Racks/Storage. Long-term bicycle racks and/or storage to accommodate a minimum of 16 bicycles shall be installed. The location and design shall comply with the Active Transportation Plan recommendations, the Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking publication and shall be approved by the Planning Division during the building permit review process.

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.

   As depicted on the concept plans, the Municipal Code requires trash areas that are located adjacent to parking spaces shall be set back a minimum of ten feet to provide adequate 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.

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

11. Landscape Plan. A Landscape and Irrigation Plan shall be submitted to the Community Development Department with the building permit application, which shall substantially conform to the Planned Development Permit landscape plans approved by the Planning Commission.

    a. The plan set shall be prepared in accordance with Chapter 12-44 of the Municipal Code and shall include the quantity, size and species of all plants, a layout of the irrigation system incorporating time clocks and/or moisture sensors, Water Efficient Landscape water budget calculations, and maintenance and watering schedule.

    b. 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.

    c. No invasive plant species may be used on this site, and the landscape plans shall include an acknowledgment of the plan's compliance with this prohibition by the landscape architect.

    d. Backflow prevention devices shall be screened with plant material and located to maximize aesthetics.

12. Tree Planting. The tree species selected and number of trees shall be subject to Planning Staff review with the building permit application and shall substantially conform to the Planned Development Permit landscape plans approved by the Planning Commission. Trees shall be a minimum of 15-gallon size. The project shall provide trees in number and variety as depicted on the landscape plans approved through the building permit process.

13. 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 sheered or formed into unnatural shapes.

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. 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 35 feet above the adjacent grade elevation and all exterior fixtures, including under canopies, shall be dark sky compliant (fully shielded/hooded and directed downward). The photometric plan shall document conformance with California Building Efficiency Standards (Title 24) for exterior lighting.

16. Utilities. All electrical, telephone, television and communication utility distribution and services 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, outside of street and driveway corner cutback visibility areas, and screened with landscape plantings.

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 for the permittee.

19. Merger. Prior to issuance of the building permit, a complete property owner-initiated merger application shall be submitted to the Community Development Department to remove the existing lot lines on the property. The Notice of Merger shall be recorded prior to issuance of the occupancy permit.

20. 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.

21. Construction Hours: Construction activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction activities are to occur on Sundays or holidays. A note to this effect shall appear on all grading and building permits.

22. 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.

23. Sphere of Influence Reimbursement Fee. The applicant shall pay the Sphere of Influence reimbursement for the two parcels comprising the development site, as specified in Section 4.2 of the West Stowell Specific Plan, prior to issuance of building permits.

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

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

26. Tier 4 Equipment. For any and all construction equipment with engines greater than 50 horsepower, only Tier 4 equipment may be used in the construction of the project. This statement shall be included as a note on the Grading Plan Set.

27. Oil Well Re-Abandonment. The applicant shall work with CalGem to re-abandon the oil well head identified on the site, and shall comply with applicable CalGEM rules, regulations and standards to maintain required access, and implement safety measures consistent with current guidelines. Oil Well information shall be recorded in the property title documents for disclosure to future owners.

28. Potential Soil Contamination. If contaminated soils are discovered during oil well re-abandonment or other earth-moving activities, the applicant shall contact the Santa Barbara County Air Pollution Control District (SBCAPCD) to determine the District's permit requirements. District permits are required for all soil vapor extraction activities and for the excavation ("dig-and-haul") of more than 1,000 cubic yards of contaminated soil. Excavation projects less than or equal to 1,000 cubic yards are eligible for a written permit exemption. The applicant shall provide the City with documentation of a permit or permit exemption from the District prior to grading permit issuance.

    If contaminated soils are discovered during oil well re-abandonment or other earth-moving activities, the applicant shall also contact and coordinate with Santa Barbara County Health Site Mitigation Unit, and shall comply with their rules, regulations and standards for soil remediation.

29. Air Quality Related Measures. The applicant shall implement the SBCAPCD Fugitive Dust Control Measures (District Rules 302, 303, and 345) and shall implement SBCAPCD's Construction Diesel Particulate and NOX Emission Reduction Measures. The measures shall be also by provided as notes on the Grading and Construction plan sets.

30. Operational Air Quality. The applicant shall implement SBCAPCD's Operational Diesel Particulate and NOX Emission Reduction Measures.

31. Diesel-Powered Emergency Fire Pump. The proposed diesel-powered emergency fire pump requires a SBCAPCD 'District Authority to Construct' permit which is subject to the District's review and approval of a Health Risk Assessment (HRA) provided by the applicant.

32. Building Permit. A building permit application, plans and specifications demonstrating compliance with current California Building Code (CBC) requirements must be submitted and permits obtained prior to construction.

    a. Additional Permit will be submitted for the PV & BESS system within 6 months of Building permit issuance for facility. PV & BESS system will be design above minimum requirements.

    b. PV & BESS installation to be substantially complete within 12 months of Certificate of Occupancy issued.

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

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

35. Accessibility. 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.

36. Egress. This project must comply with CBC Chapter 10, Section 1009, Accessible Means of Egress.

37. 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

38. Traffic Study Requirements. A comparison of the 2024 Existing, 2026 No-Build and 2026 Build traffic analysis results indicate that the proposed site will have a small impact on overall intersection Level of Service (LOS) along nearby roads. All study area unsignalized intersections, including driveways, are expected to operate at an acceptable LOS.

    The two signalized intersections are experiencing Levels of Service (LOS) E or F during both AM and PM peak hours for existing, No-Build, and Build conditions. Improvements for the two existing signalized intersections include the optimization of the corridor along West Stowell Road which will improve the overall levels of service. The developer shall prepare a corridor study to optimize the signal timing on Stowell Road from Blosser Road to Bradley Road. The timing optimization shall include the Bradley/Columbia/US-101 intersection. The applicant shall include modifications to the signals on the Stowell corridor to allow for communication between signals and all necessary hardware for adaptive timing, Emergency Vehicle Preemption (EVP), and Transit Signal Priority (TSP) shall be purchased and installed by the developer, which may include but may not be limited to video detection, traffic signal cabinet switches, and radio data networking equipment. The study and its recommendations shall be reviewed and approved by the Public Works Department and Caltrans prior to implementation. The applicant shall coordinate with both the Public Works Department and Caltrans prior to commencement of the study or data collection. All signal timing improvements shall be fully implemented and accepted by the City Engineer prior to issuance of any Certificate of Occupancy.

    The signals that shall be studied and modified are

    - Stowell/Blosser
    - Stowell/Western
    - Stowell/Depot
    - Stowell/Broadway (SR-135)
    - Stowell/Miller
    - Stowell/College
    - Stowell/Bradley
    - Bradley/Columbia/US-101

    Instead of constructing the signal timing improvements described herein, the applicant may provide an in lieu payment to the City of Santa Maria equal to the estimated cost to implement EVP/TSP/Adaptive timing communications for each of the signals listed above. The payment amount shall reflect all time and materials necessary to deliver the improvements, including but not limited to equipment procurement, installation, project management, and prevailing wage labor costs. The payment amount shall be based on a cost estimate mutually agreed upon by the applicant and the City Engineer prior to the issuance of any building permit.

This project will also pay growth mitigation fees which will contribute to capacity improvement projects required for the signalized intersections that are experiencing delays in excess of what is identified as acceptable in the City's General Plan Circulation Element. The capacity improvement projects are identified in the City's Capital Improvement Plan.

39. Public Improvement Plans. Public Improvement Plans (PIPs) are required for the development of this site. The improvement plans shall show complete plans, profiles, and details for all required improvements to be constructed, both public and private, including common areas. Reference may be made to the Standard City Engineering Specifications and Drawings in lieu of duplicating the standard drawings. All standards of agencies other than the City of Santa Maria shall appear on the plans in full and not by reference. PIPs shall be reviewed and approved by the City Engineer prior to building permit issuance and incomplete submittals may delay building permit issuance. The PIPs shall include the following:

    A. Plan and profile drawings for all surface and underground improvements. Plans and profiles shall be drawn to the scale of one inch equals 40 feet or larger unless otherwise approved by the City Engineer. Details shall be drawn to a scale that clearly shows the facility being constructed. The scales for various portions of the plans shall be shown on each sheet. These may include, but are not limited to:

        i. Public Water Mains

        ii. Public Sewer Mains

            a. Sewer improvements identified in Wastewater section below are required to be shown on Public Improvement Plans and are subject to the requirements of this COA.

        iii. Public Storm Drain Mains

        iv. Frontage Improvements

            a. Curb

            b. Gutter

            c. Sidewalk

            d. Driveways

            e. Streetlights

            f. Fire Hydrants

        v. Signal Warrant Analysis and Improvements

            a. Due to the anticipated increase of vehicles on Stowell Road resulting from this project and the proximity of Santa Maria Joint Union High School District facilities, the applicant shall conduct a signal warrant analysis for the Stowell Road/Thornburg Road intersection in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD). The analysis shall be submitted to and approved by the City Engineer prior to issuance of a building permit. If the signal warrant analysis determines that

a traffic signal is warranted, the applicant shall design and install a traffic signal at the Stowell Road/Thornburg Road intersection to the satisfaction of the City Engineer prior to issuance of a certificate of occupancy. If the signal warrant analysis determines that a traffic signal is not warranted, the applicant shall design and install a Pedestrian Hybrid Beacon (PHB) at the Stowell Road/Thornburg Road intersection to the satisfaction of the City Engineer prior to issuance of a certificate of occupancy.

vi. Pavement Improvements

a. Due to the anticipated increase in roadway loads from project traffic, applicant shall remove the existing asphalt concrete roadway and replace with 8 inch portland cement concrete over 12 inch Class II Aggregate Base of through lane approaches on the Stowell corridor. This removal and replacement shall consist of full 12 feet wide lane and any adjacent bicycle lane, for 250 linear feet before the signal up to the traffic signal limit line. The applicant may pay an in-lieu fee acceptable to the City instead of performing these pavement improvements. The payment amount for the in-lieu fee shall be based on an Engineer's Estimate prepared by the developer and approved by the City Engineer.

1. In Lieu Fee shall be paid prior to building permit issuance. The amount of the fee shall be dependent on date paid, and shall follow the amounts below. If paid after 6/30/2028, the amount shall be increased by 10 percent year over year to account for increased construction costs and inflation.
    a. $4,162,299.41 by 06/30/2026
    b. $4,576,529.35 by 06/30/2027
    c. $5,036,382.29 by 06/30/2028.
2. Intersections shall be the following:
    a. Stowell/Blosser
    b. Stowell/Western
    c. Stowell/Depot
    d. Stowell/Broadway (SR-135)
    e. Stowell/Miller
    f. Stowell/College
    g. Stowell/Bradley
    h. Stowell/Nicholson
    i. Bradley/101 SB Ramps

B. Traffic signs and striping plans for all streets. These may include, but are not limited to:

i. Regulatory signs
ii. Warning signs
iii. Guide signs
iv. Centerlines
v. Lane lines
vi. Bike lanes
vii. Pavement markings

C. Landscaping and irrigation plans for any area of public right-of-way where landscaping is required (such as medians) or where landscaping is to be maintained as part of a city landscape maintenance district. Confirm requirements with the Recreation and Parks Department regarding necessary landscaping, irrigation, and water meters to be installed.

The Engineer shall submit four full-size copies of the Public Improvement Plans to the Public Works Department for review, in addition to an electronic copy.

All public improvements shall be constructed according to City and State standards. Plan check and inspection fees per City Council Resolution 2005-101 will apply. The developer shall submit a cost estimate completed by a registered civil engineer for the proposed public improvements and make a monetary deposit with the City. Cost estimates shall include a separate item for contingencies in the amount of ten percent of the estimated actual cost. The estimate submitted by the applicant's engineer shall be subject to review and approval by the City Engineer. An approved final estimate shall be used to establish construction inspection fees, to establish the plan checking fee, and for establishing required amounts of security as required by Section 11-8.06 of the City of Santa Maria Municipal Code. The form of security shall be subject to the approval of the City Attorney.

Public improvements shall be constructed prior to occupancy of any building associated with this development, or at the direction of the Public Works Director.

Developer shall provide a performance security in the amount of 100 percent of the total estimated construction cost to guarantee the construction or installation of all improvements.

An additional security of 50 percent of the estimated construction cost shall be required to guarantee payment to the subdivider's contractor, subcontractors, and to persons furnishing labor, materials, or equipment for the construction or installation of improvements.

In addition, a warranty security shall be posted in the amount of 10 percent of the total estimated cost of the improvements for the maintenance of the work for a period of one year following the completion and acceptance thereof against any defective work or labor done, or defective materials furnished in the performance of the subdivision improvement agreement with the City.

The form of security shall be subject to the approval of the City Attorney and is typically a bond or bonds by one or more duly authorized corporate securities.

40. Underground Utilities. All above-ground utility lines adjacent to and serving the project site shall be placed underground.
Prior to the issuance of building permits, the applicant shall provide plans demonstrating that all existing and proposed electrical, telephone, television, and communication utility distribution and service lines located along, across, or otherwise adjacent to any boundary of the project site, or serving the project site, will be placed underground in accordance with Santa Maria Municipal Code Section 12-28.06.

This requirement includes the conversion of any existing overhead utility services located along all sides of the property boundaries to underground service and coordination with all affected utility providers to complete such conversions prior to final occupancy.

Exceptions to this requirement may be granted only upon a finding by the Building Official that special or unique topographical, soil, or similar conditions make underground installation unreasonable or impractical, consistent with SMMC 12-28.06.

41. 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 do not exist, 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

42. 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, Suite 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).

43. 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 5 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

44. Street Light Conduit Location. Refer to City Standard Drawing RD-31 regarding typical utility location and spacing.

45. At-Grade Driveway. Driveways shall be installed per City Standard Drawing RD-18A/RD-19A. Driveways shall have a minimum throat width of 24 feet and minimum curb return radius of 20 feet.

    The 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 20-foot separation between driveways is required and the aggregate width of all driveways shall not exceed fifty (50) percent of the property's frontage along the street (S.M.M.C. Section 8-6.07).

46. Frontage Parking. Proposed gates across site driveways shall provide a minimum of 25-foot setback from back of sidewalk so vehicles can park completely off the traveled way when opening the gates.

47. 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. Stowell Road is a two-lane road along the project's frontage and includes 12-foot lanes in each direction with dirt shoulders. The project applicant shall be responsible for widening the south side of Stowell Road to the City's Secondary Arterial roadway standards as part of the frontage improvements to provide a paved shoulder and curb, gutter, and sidewalk facilities. Additionally, a two way left turn lane shall be required to ensure adequate ingress and egress will be provided at the site.

48. 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.

49. 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).

50. City Dedicated Easements. If any easements are required to be dedicated or vacated, the developer shall submit legal descriptions, sketches (8.5 inches x 11 inches City Standard Format), closure calculations, current title report, and payment of processing fees. All paperwork shall be approved prior to issuance of building permits and recorded prior to occupancy.

    A. Stowell Road Public Right-of-Way (ROW) Dedication

    B. Ten feet Public Utility Easement (PUE) along property frontage, south of Stowell Road ROW dedication identified above in 40.A.

C. Ten feet Tree Planting Easement, coincident with 10 feet PUE identified above in 50.B.

D. The sanitary sewer main relocation will require a quitclaim of the existing easement and a new easement to be recorded over the area adjacent to the relocated sanitary sewer main. The details of this sewer main relocation are still in design and shall be in a form acceptable to the City of Santa Maria and easement recorded prior to issuance of certificate of occupancy of the proposed development.

51. Chip Seal. Developer shall be required to restore asphalt pavement surface to the pre-development condition by placing chip seal along the property frontage where trenching, utility cuts, or roadway striping modifications 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 or modifications to the roadway striping within the asphalt pavement. Any disturbed or destroyed striping shall be restored.

WATER CONDITIONS

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

53. 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.

54. 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.

55. Backflow Prevention. Reduced pressure principle (RP) type backflow prevention assemblies shall be installed on all domestic and landscape water services. The assemblies shall be installed within 10 feet of the water meter, and no connections or tees are allowed between the meter and the assembly. Installation of backflow assemblies shall be completed by a California State certified General Engineering Contractor and/or C-36 Plumbing Contractor. Assemblies shall be tested by a City approved certified backflow prevention tester with test results submitted to the City's Utilities Department Regulatory Compliance Division prior to final occupancy.

WASTEWATER CONDITIONS

56. Sanitary Sewer Public Main Relocation. A 30-inch Sanitary Sewer Trunk Main, known as the Southwest Trunk, currently crosses the existing site in a location that would make future upsizing or maintenance difficult. To minimize future disruption to this site and its operations, the developer shall remove and replace the Southwest Trunk with a 48-inch pipe. The increase in capacity is necessary for anticipated growth for the General Plan Buildout of the City, as documented in the City's adopted Utility Capacity Study. The line shall be relocated to further minimize any potential disturbance to site operations that would be caused by maintenance activities. This replacement and relocation will require the developer to prepare Public Improvement Plans to the satisfaction of the Public Works and Utilities Departments. The Public Improvement Plans shall be approved, and the encroachment permit to construct the improvements shall be issued prior to the issuance of Building Permits. This replacement and relocation shall occur prior to the issuance of the Certificate of Occupancy for the building.

57. Acceptance of Public Infrastructure. Prior to issuance of Certificate of Occupancy, the developer shall clean and verify the integrity of all sanitary sewer infrastructure to the satisfaction of the Public Works Inspector. Inspections at installation do not waive the requirement for re-inspection prior to acceptance by the City.

58. 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).

59. Vehicle Washes. Water runoff from the 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 operating condition at all times.

60. 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.

STORM WATER CONDITIONS

61. 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/).

62. 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.

63. 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.

64. 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

65. 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.

66. 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 25-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

67. 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 in 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. 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.

F. Grading plans shall include the following language:

   i. Provide installation elevation by licensed surveyor to Public Works Department, Engineering Division within 7 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 7 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 7 calendar days of installation.

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

i. The 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

68. 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 locations of each solid waste enclosure ("Enclosure") to contain refuse and recycling (including single stream recycling and organics) bins/containers. 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 Enclosures 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. Enclosures shall be oriented to provide vehicle fork-in access when possible.

F. In cases where Enclosures 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. Enclosures shall be reserved exclusively for solid waste bins/containers 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 bins/containers, 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 Enclosures with minimal backing. Collection Vehicles have an inside turning radius of 38 feet and an outside turning radius of 55 feet. See City standard drawing MS-16B for guidance.

Fire Department

69. 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. Please place this note on the plans.

70. Key Box. SMFD approved key boxes shall be provided at the main entrance to each building/tenant space and locations required by the fire code official. The boxes shall contain all keys necessary to allow Fire Department access to all portions of buildings and/or tenant spaces.

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. Knox boxes identified as "Residential" shall not be used for commercial applications.

71. 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 inches for commercial and industrial buildings. The proposed location and design of address numbers shall be shown, or this note placed on the plans.

72. 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 and clearly shown on the plans.

A. All weather surface access roads such as asphalt pavement or cement shall be installed and approved by the SMFD prior to vertical combustible construction.

73. Minimum Road Standards. The roads shall be a minimum of four-inch class II road base compacted to 95 percent with 15 1/2-foot overhead clearance: 24-foot net minimum width for buildings below 30 feet in height. Access roads shall be 26-foot net minimum width when the building height is between 30-35 feet, and 30-foot net minimum width when the building height exceeds 35 feet.

    Buildings exceeding 30 feet in height may require additional access improvements for aerial access roads in accordance with CFC Section D105.1.

74. 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.

75. 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.

76. 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.

77. Fire Flow. Fire flow shall comply with CFC, Appendix B. The minimum fire flow for this project shall be 2,000 gallons per minute (based on Type III-B Construction, with fire sprinklers, as required).

78. 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 450 feet and at no point shall exceed 225 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 two four and a half inch outlets, and one two-and-a-half-inch outlet.

    C. The SMFD, or a designated representative, shall inspect and approve all fire hydrant installations for operational readiness prior to combustible construction.

79. 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.

80. Water Mains. Water Mains shall be installed per City of Santa Maria Public Works and NFPA standards. Minimum main size shall be eight inches, or as determined by hydraulic calculations.

81. Hydrant Markers. Reflective blue dot fire hydrant location markers shall be installed.

82. Fire Sprinkler Systems. An automatic fire sprinkler system in accordance with NFPA 13 and if combustibles are stored above 12', CFC Chapter 32 High-Piled Combustible Storage is required.

    A. All 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.

83. Standpipe Systems. A standpipe system shall be installed in accordance with CFC Section 905 and NFPA 14 and shall be noted on the plans.

84. 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 code official. The FDCs 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.

85. 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.

    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.

    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.

86. Fire Extinguishers. Fire extinguishers shall be located and sized in accordance with CFC Section 906. Please place this note on the plans.

87. 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.

88. Digital Site Plan. Prior to Fire Department final approval, a site plan in a PDF format shall be provided with the following information if applicable: On site hydrants, FDC/OS&Y locations, Standpipes, Sprinkler Control Valves (Riser), Fire alarm panel (FACP) Utilities (Gas/Electric/Water) Knox box/switch locations, Ingress/Egress, Stairwells, Individual floor control valves, Individual floor plans including unit numbers, Laundry rooms, Elevator rooms, Roof access, Solar Panels and DC shutoff locations.

Recreation and Parks Department

89. Tree Species. Twenty-four street trees at a spacing of 40 feet will be required along the frontage of Stowell Road. Proposed Mexican Sycamore, Coast Live Oak, and Paperbark trees on plan set dated August 7, 2024, by RRM Design Group is acceptable as presented. To meet spacing requirements, the entirety of the parkway shall be utilized for street tree plantings.

90. Tree Specifications. 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.

91. Tree Bonding. Street tree bonding shall be for twenty-four tree plantings at $275 each totaling $6,600.00. 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 street tree bond is due at submittal of building permit application as a cash or surety bond delivered to Community Development Building Division at 110 South Pine Street Room 101.

92. Tree Easement. A minimum ten-foot-wide tree planting easement shall be dedicated to the City to allow adequate space for planting and maintenance of street trees shall be required along the frontage of Stowell Road. The easement shall not have any impervious pavement other than vehicle and pedestrian approaches, nor be dual purposed as a storm water mitigation area. The applicant shall apply for the easement through the Public Works Department with necessary fees, a recent copy of a title report, closure calculations and sketch. The property owner is responsible for the upkeep of the trees, landscaping and irrigation within the easement area.

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

94. Landscape Plans. The street tree easement shall be clearly identified on the planting and irrigation plans. Only street trees shall be planted in the easement area. All other on-site private tree planting shall be planted behind the easement area.

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."

A. Development Fees. Per the Municipal Code, Recreation and Parks Development Fees apply to this project. Includes as follows: Commercial Growth Mitigation $0.01/square foot

Note: fees are reviewed annually and are subject to change.

95. Landscape Maintenance District. This project will be 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, 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.

In accordance with Section 12-35.504 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 (3) years. However, the approval body may consider extension of time for an additional period of up to two (2) 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. The expiration date of a discretionary permit issued in conjunction with a tentative subdivision map shall correspond with the expiration of that map, including any extensions.

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.



Stowell Road Package Delivery Warehouse

Draft Environmental Impact Report

SCH #2025080640

prepared by

City of Santa Maria
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Table of Contents

Executive Summary ES-1
Project Synopsis ES-1
Project Objectives ES-3
Alternatives ES-3
Areas of Known Controversy ES-4
Issues to be Resolved ES-4
Issues Not Studied in Detail in the EIR ES-4
Summary of Impacts and Mitigation Measures ES-5
1 Introduction 1-1
1.1 Project and Environmental Impact Report Background 1-1
1.2 Purpose and Legal Authority 1-1
1.3 Scope and Content 1-7
1.4 Issues Not Studied in Detail in the EIR 1-7
1.5 Lead, Responsible, and Trustee Agencies 1-17
1.6 Environmental Review Process 1-17
2 Project Description 2-1
2.1 Project Applicant 2-1
2.2 Lead Agency Contact Person 2-1
2.3 Project Location 2-1
2.4 Existing Site Characteristics 2-4
2.4.1 Current Land Use Designation and Zoning 2-4
2.4.2 Surrounding Land Uses 2-4
2.4.3 Project Characteristics 2-4
2.4.4 Proposed Site Plan 2-4
2.4.5 Parking and Site Access 2-12
2.4.6 Utilities 2-13
2.4.7 Abandoned Oil Well 2-13
2.4.8 Lighting 2-13
2.4.9 Green Building Features 2-13
2.4.10 Construction and Grading 2-13
2.5 Project Objectives 2-14
2.6 Required Approvals 2-14
3 Environmental Setting 3-1
3.1 Regional Setting 3-1
3.2 Project Site Setting 3-1
3.3 Cumulative Development 3-2

4 Environmental Impact Analysis 4-1
4.1 Transportation 4.1-1
4.1.1 Setting 4.1-1
4.1.2 Regulatory Setting 4.1-4
4.1.3 Impact Analysis 4.1-7
4.1.4 Cumulative Impacts 4.1-11
5 Other CEQA Required Discussions 5-1
5.1 Growth Inducement 5-1
5.1.1 Population Growth 5-1
5.1.2 Economic Growth 5-1
5.1.3 Removal of Obstacles to Growth 5-2
5.2 Irreversible Environmental Effects 5-3
5.3 Energy Effects 5-4
6 Alternatives 6-1
6.1 Alternative 1: No Project Alternative 6-2
6.1.1 Description 6-2
6.1.2 Impact Analysis 6-2
6.2 Alternative 2: Reduced Size Alternative 6-2
6.2.1 Description 6-2
6.2.2 Impact Analysis 6-3
6.3 Alternatives Considered but Rejected 6-3
6.4 Environmentally Superior Alternative 6-5
7 Preparers 7-1
7.1 List of Preparers 7-1

Tables

Table ES-1 Project Characteristics ES-2
Table ES-2 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts ES-7
Table 1-1 NOP Comments and Initial Study and/or EIR Response 1-2
Table 1-2 Issues Not Studied in the EIR 1-9
Table 2-1 Project Characteristics 2-12
Table 2-2 Public Agencies Whose Approval Is Required 2-14
Table 3-1 Cumulative Projects List 3-3
Table 4.1-1 City of Santa Maria VMT Thresholds of Significance 4.1-8
Table 6-1 Comparison of Project Alternatives' Buildout Characteristics 6-1

Figures

Figure 1-1 Environmental Review Process 1-19
Figure 2-1 Project Vicinity Map 2-2
Figure 2-2 Project Site Location 2-3
Figure 2-3 Project Site Plan 2-5
Figure 2-4 Site Photograph- Central Road through Project Site Looking West 2-6
Figure 2-5 Site Photogragh- Eastern Boundary Road Looking South from West Stowell Road 2-7
Figure 2-6 Site Photogragh- Northern Boundary (West Stowel Road) Road Looking West 2-8
Figure 2-7 Site Photogragh- Western Boundary Road Looking South 2-9
Figure 2-8 Site Photogragh- Southern Boundary Road Looking West 2-10
Figure 2-9 Project Rendering of Main Facility Building 2-11
Figure 4.1-1 Circulation Plan 4.1-3

Appendices

Appendix A Initial Study
Appendix B Notice of Preparation
Appendix C Traffic Impact Study
Appendix D Vehicle Miles Traveled Analysis

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Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed Stowell Road Package Delivery Warehouse Project (proposed project). This section summarizes the characteristics of the proposed project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

Project Synopsis

Project Applicant

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Seefried Industrial Properties, Inc.
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Lead Agency Contact Person

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Project Location

The Stowell Road Package Delivery Warehouse Project (proposed project) site is located at 1680 West Stowell Road in the City of Santa Maria (City) in Santa Barbara County. The property is located in the western portion of the city within the West Stowell Specific Plan area. The project is in zone district PD/CM-AG (Planned Development/Commercial Manufacturing - Agriculture Overlay) of the Specific Plan.[1] The project is proposed on a 32-acre site consisting of two parcels (Assessor's Parcel Numbers: 117-820-012 and 117-820-013) [2] previously used for growing row crops.

Project Description

Project Characteristics

The applicant, Seefried Industrial Properties, Inc., is requesting a Planned Development Permit from the City to develop a package delivery warehouse at 1680 West Stowell Road. The total development area proposed is 244,418 square feet, which includes a 169,104-square-foot single story main distribution warehouse, oriented north to south in the center of the approximately 32-acre site. The main facility building (S-1 occupancy) would include a supporting office area (B occupancy), training

[1] Santa Maria, City of. 1994. West Stowell Specific Plan, Land Development Pattern, Zoning Map. Available: https://www.cityofsantamaria.org/home/showpublisheddocument/6437/635530503431800000. (accessed March 2025).
[2] Santa Barbara, County of. County Clerk, Recorder and Assessor. Available: https://sbcassessor.com/Assessor/details.aspx?apn=117820012. (accessed June 2025).

room (A-2 occupancy), and break room (A-3 occupancy). The project would be processed through a Planned Development Permit. Per Santa Maria Municipal Code Section 12-25.02, the Planned Development Permit with requested building height modification will be presented to the Planning Commission for consideration. In addition to the main facility building, the project contains other small accessory structures as summarized in Table ES-1 below. This includes an on-site fleet service center to maintain and repair delivery vans.

Table ES-1 Project Characteristics

Structure Type	Structure Area (square feet)
Main Warehouse and Office	169,104
Loading Awning - East	33,545
Loading Awning - West	34,325
Remote Restrooms	906
Automated Vehicle Inspection Structures	1,545
Fleet Service Center	4,993
Total	**244,418**

The City of Santa Maria would provide essential utility services to the project site encompassing water, wastewater, and solid waste management. Electricity would be provided by Pacific Gas & Electric and no natural gas pipes would be installed. Frontier and Comcast would be the local internet/telecommunication provider. As identified in the California Geologic Energy Management Division (CalGEM) Well Finder database, an oil and gas well is located in the southwestern corner of the project site and was abandoned in the 1950s (Hope Well# 1, API# 0408302417). As part of the project's development proposal, the well is planned to be re-abandoned in accordance with current CalGEM standards. Landscaping improvements would include the usage of drought-tolerant and climate-adapted plants, and installation of walk-on-bark mulch in all non-low impact development planting areas and slopes.

The proposed project includes several sustainable energy features. Fourteen electric vehicle chargers would be installed as part of the project, exceeding the minimum requirements. The project would not install any natural gas services to the facility. In addition, solar roof arrays would be installed to offset electrical energy demand with a design capacity of 750 kilowatts direct current. To manage energy supply and demand, the project would include an 'after the meter' Battery Energy Storage System to store energy for later use by the facility, with a design rating of 650 kilowatts direct current.

Delivery warehouses are the last mile connection between the tenant's customers and their fulfillment process. Delivery warehouses operate 24/7 to support delivery of packages to customer locations between 10:00 a.m. and 9:00 p.m. The main on-site facility would include delivery and distribution, office and processing uses, including shipping and receiving of packages. Approximately 34 line-haul trucks (semi-trailer trucks) would be expected to deliver packages to the warehouse each day. The customer packages would be sorted by address groupings, assigned to the delivery routes, placed onto movable racks, and staged for dispatch. Delivery drivers would arrive at the delivery warehouse around 9:20 a.m. and begin queuing for loading. Up to 345 delivery vans would depart from the delivery warehouse at a rate of up to 72 vans per 20 minutes to facilitate a regulated traffic flow into the surrounding area. Approximately 8–10 hours after dispatch, delivery routes would be completed, and the vans would return to the station intermittingly between 8:10 p.m. and 9:50 p.m. with all delivery vans staying onsite.

Access to the site would be provided via three unsignalized driveways. The westernmost driveway would provide access for all line-haul trucks with vans and employees entering the site via the central and easternmost driveways. Off-site circulation improvements would include installation of parking lot striping, two east bound travel lanes, a bike lane, sidewalk, pedestrian barricade, and streetlights. Construction of the proposed project is anticipated to occur over one year, from approximately March 2026 through July 2027. Construction would take place between 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on weekends, which is within the allowable construction hours set by the City. Construction of the structures and on-site facilities would be done in five phases: site preparation, grading, building construction, paving, and architectural coating. Overall grading depth for buildings would be up to 5 feet in depth and then backfilled approximately 1 to 3 feet above existing grade. Replacement of the sewer main would be at a depth up to 12 feet. Parking for up to 990 passenger cars and vans would be available on-site with 12 stalls at the loading dock to accommodate semi-trucks on the south side of the main facility. The truck loading docks would be along the southern side of the building with dock-high doors for tractor trailer access for unloading. Customers, delivery vans, and associate cars would enter and exit the site from the northeastern driveway, also on West Stowell Road.

Project Objectives

The objectives of the proposed Stowell Road Package Delivery Warehouse Project are to:

1. Develop a parcel delivery facility with nearby access to freeways to efficiently facilitate the movement of goods.
2. Develop a parcel delivery facility that incorporates sustainability features like EV, solar, and low-water usage.
3. Establish a productive use of underutilized industrial land to help meet unmet regional demand for goods delivery service.
4. Improve efficiency and timeliness of goods delivery to the City of Santa Maria and the surrounding areas.
5. Expand economic development, increase tax revenues, and facilitate job creation in the City of Santa Maria, including hundreds of direct operational jobs and indirect jobs.
6. Attract new businesses to the City of Santa Maria and thereby maintain a jobs-housing balance in the area that will reduce the need for members of the local workforce to commute outside the area for employment.

Alternatives

CEQA Guidelines Section 15126.6 requires all EIRs include a comparative evaluation of the proposed project with alternatives to the project that can attain most of the project's basic objectives but would avoid or substantially lessen any of the significant effects of the project. CEQA requires an evaluation of a "range of reasonable" alternatives, including a "no project" alternative. The following provides brief descriptions of the alternatives evaluated in this EIR. See Chapter 6, *Alternatives*, for full details.

- Alternative 1: No Project
- Alternative 2: Reduced Size Alternative

Alternative 1 No Project

Alternative 1 assumes that the proposed package delivery warehouse, parking, and other accessory facilities associated with the proposed project would not be constructed. The project site would remain in its current condition, which is vacant land used for interim row crop production, pending a future project application under the West Stowell Specific Plan. The No Project Alternative would not fulfill any of the project objectives.

Alternative 2 Reduced Size Alternative

Alternative 2 would involve the total building footprint to be reduced from approximately 244,418 square feet to 163,760 square feet, reflecting a 33 percent decrease in overall facility size. This reduction would reduce the throughput of packages processed at one time. This reduction would reduce the number of employees needed to process packages and delivery vans sent out during each shift. This reduction in facility size would not align with the projected package delivery demand for the region. To meet this demand with this smaller facility, additional shifts would be required to process the same volume of packages. A reduction greater than 33 percent would not allow sufficient package delivery throughput even with extra shifts. The reduced project building footprint and corresponding workforce would lower demand for parking and van delivery spaces. Assuming a 33 percent reduction, consistent with the decrease in building size, the facility would require approximately 663 parking spaces, compared to the original 990 spaces proposed. Ancillary facilities, such as loading docks and maintenance areas would remain unchanged as they are essential to maintaining operational functionality. The reduction would also decrease the total acreage required for development. The remaining undeveloped areas would remain unused and/or covered with additional landscaping. Site access would continue to follow the original project design to ensure safe ingress and egress meeting City standards. The building height would remain at 45 feet as this is necessary for efficient operation of the warehouse. Additionally, Alternative 2 may not fully meet the operational needs of the applicant and would still require discretionary approvals.

Areas of Known Controversy

The EIR scoping process did not identify any areas of known controversy for the proposed project. Responses to the Notice of Preparation of a Draft EIR are summarized in Chapter 1, *Introduction*.

Issues to be Resolved

The proposed project would require a development permit.

Issues Not Studied in Detail in the EIR

Table 1-2 in Section 1.4, *Introduction*, summarizes issues from the environmental checklist that were addressed in the Initial Study (Appendix A). As indicated in the Initial Study, there is no substantial evidence that significant impacts would occur to the following issue areas: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology, Land Use and Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. Impacts related to Transportation were found in the Initial Study to be potentially significant and further analyzed in this EIR.

Summary of Impacts and Mitigation Measures

Table ES-2 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved pursuant to CEQA Guidelines Section 15093.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under CEQA Guidelines Section 15091.
- **Less than Significant.** An impact that may be adverse but does not exceed the identified impact threshold levels and does not require mitigation measures.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

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Table ES-2 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure(s)	Residual Impact
Transportation		
Impact TRA-1. The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	None required	Less than significant
Impact TRA-2. The project would generate approximately 55.08 VMT per employee per day, which exceeds the City of Santa Maria's significance threshold of 18.82 VMT per employee (two-way trip) by approximately 237 percent. Impacts would be considered significant under CEQA Guidelines Section 15064.3(b).	**TR-1. Travel Demand Management**: The project applicant shall implement at least one of the measures described below: ▪ Voluntary Employer Commute Program: The project applicant shall encourage alternative modes of transportation through a program that may include elements such as: a carpool or vanpool program, subsidized or discounted transit passes, bike amenities, commute trip-reduction marketing, and preferential parking permit program. ▪ Employer Carpool Program: The project applicant shall encourage carpooling by providing ride matching assistance to employees, providing priority parking for carshare vehicles, and providing incentives for carpooling. The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually. **TR-2. Project-Level Transportation Demand Management (TDM) Strategies** ▪ Carpool/Vanpool Incentives: Provide priority parking, subsidies, or guaranteed ride home programs. ▪ Transit Subsidies: Offer free or discounted transit passes to employees. ▪ Pedestrian Infrastructure: Complete sidewalk gap on Stowell Road to the east of the site or contribute to fair share cost for construction at appropriate time. ▪ Bike Infrastructure: Install secure bike parking, showers, and lockers to encourage cycling. ▪ Flexible Work Hours: Reduce peak-hour congestion and VMT by staggering shifts. ▪ On-Site Amenities: Cafeterias, childcare, and banking reduce off-site trips. ▪ Ride-Sharing Programs: Partner with services like Uber/Lyft for shared rides. ▪ Telematics and Routing Optimization: Use software to reduce delivery trip lengths and improve efficiency. The applicant shall provide to the City documentation that at least four of the above measures are implemented within 1 year of certificate of occupancy. Documentation shall be provided annually. **TR-3. Fleet and Operational Measures** ▪ Zero-Emission Delivery Vehicles: Transition to electric or hydrogen-powered trucks. ▪ Idle Reduction Policies: Enforce limits on truck idling. ▪ Off-Peak Delivery Scheduling: Reduce congestion and trip times. ▪ Local Sourcing and Distribution Hubs: Minimize long-haul trips by decentralizing distribution. The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.	Significant and Unavoidable with mitigation incorporated
Impact TRA-3. The project would not substantially increase hazards due to a geometric design feature or incompatible use. Impacts would be less than significant.	None required.	Less than significant
Impact TRA-4. The project would not result in inadequate emergency access. Impacts would be less than significant.	None required.	Less than significant

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1 Introduction

This document is an Environmental Impact Report (EIR) for the Stowell Road Package Delivery Warehouse Project (herein referred to as "proposed project"), which consists of the construction of a new 169,104 square-foot single story main distribution warehouse, oriented north to south in the center of an approximately 32-acre site.

This section discusses (1) the project and EIR background; (2) the legal basis for preparing an EIR; (3) the scope and content of the EIR; (4) issue areas found not to be significant by the Initial Study; (5) the lead, responsible, and trustee agencies; and (6) the environmental review process required under the California Environmental Quality Act (CEQA). The proposed project is described in detail in Chapter 2, *Project Description*.

1.1 Project and Environmental Impact Report Background

The City of Santa Maria distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on August 14, 2025, and ending on September 15, 2025. The City received letters from five agencies in response to the NOP during the public review period. The NOP is presented in Appendix B of this EIR, along with the Initial Study that was prepared for the project and the NOP responses received. Table 1-1 on the following page summarizes the content of the letters and verbal comments and where the issues raised are addressed in the Initial Study or EIR.

1.2 Purpose and Legal Authority

The proposed project requires discretionary approval by the City of Santa Maria Planning Commission; therefore, the project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations, Title 14), the purpose of this EIR is to serve as an informational document that:

> "...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

This EIR has been prepared as a project EIR pursuant to Section 15161 of the *CEQA Guidelines*. A Project EIR is appropriate for a specific development project. As stated in the *CEQA Guidelines*:

> "This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation."

This EIR, in combination with the Initial Study circulated with the NOP, is to serve as an informational document for the public and City of Santa Maria decision makers. The process will include public hearings before the Planning Commission to consider certification of a Final EIR and approval of the proposed project.

Table 1-1 NOP Comments and Initial Study and/or EIR Response

Commenter	Comment/Request	How and Where It Was Addressed
Agency Comments		
Native American Heritage Commission (NAHC)	The commenter recommends early consultation with California Native American tribes traditionally and culturally affiliated with the project area to avoid inadvertent discoveries of Native American human remains and to protect tribal cultural resources. The commenter requested the City conduct a Sacred Lands File search and obtain a Tribal Consultation List from the NAHC. The commenter recommended contacting the appropriate California Historical Resources Information System (CHRIS) center for an archaeological records search and, if needed, conducting a field survey and submitting a confidential report. The commenter stated that mitigation and monitoring plans must include provisions for the treatment of inadvertently discovered tribal cultural resources and Native American human remains, and emphasized that tribal consultation is required under AB 52 and SB 18.	Albion Environmental assisted with AB 52 consultation efforts for the proposed project. A Sacred Lands File search was conducted through the NAHC, which did not identify any tribal cultural resources within the project site. Additionally, five tribal representatives affiliated with the area were contacted, and no requests for formal consultation were received. An archaeological records search was also completed through the appropriate CHRIS center and found no recorded cultural resources on the project site. Mitigation measure GEO-1 would be implemented during construction to address any inadvertent discoveries of paleontological resources and would increase supervision during construction to ensure that discoveries of paleontological resources and potential impacts to the discovered resources are reported on and such discoveries are properly salvaged. This measure includes the immediate stop of work and notification of the appropriate authorities, in accordance with state law. Mitigation measure CR-1 would be implemented prior to construction to address the potential presence of archaeological resources and would involve an Extended Phase I assessment to determine whether such resources exist on site. This measure would increase supervision and coordination with qualified archaeologists and Native American monitors to ensure that any discoveries are properly evaluated, reported, and either preserved in place or mitigated through further archaeological investigation and data recovery, thereby reducing potential impacts to cultural resources. The potential impacts to tribal cultural resources were considered less than significant and are discussed in detail on page 81 of the Initial Study. Broader cultural resource impacts are addressed on pages 34 through 35 of the Initial Study prepared for the proposed project.

Commenter	Comment/Request	How and Where It Was Addressed
Department of Conservation (DOC)	The commenter recommends evaluating the type, amount, and location of farmland conversion resulting from the proposed project. The commenter requested analysis of impacts to surrounding agricultural operations, cumulative impacts, and consistency with local agricultural mitigation policies. The commenter recommended mitigation measures such as agricultural conservation easements and suggested considering regional or statewide mitigation options. The commenter requested notification of future hearing dates and access to staff reports related to the proposed project.	The project site is located within the West Stowell Specific Plan. The City of Santa Maria Sphere of Influence Boundary Amendment and Concurrent Annexation EIR, certified on September 15, 1992, assessed the potential environmental impacts associated with the adoption of the West Stowell Specific Plan. Alongside the EIR, the City Council adopted a Statement of Overriding Considerations acknowledging significant and unavoidable impacts, including the loss of Prime Farmland. Potential impacts to agricultural resources were determined to be less than significant and are addressed in detail on pages 14 through 15 of the Initial Study prepared for the proposed project.
California Department of Fish and Wildfire (CDFW)	The commenter recommends conducting habitat assessments and focused surveys for special-status species, including western burrowing owl and northern California legless lizard, within and adjacent to the project site. The commenter requested the City evaluate direct, indirect, and cumulative biological impacts in the EIR, and include detailed mitigation, monitoring, and reporting measures to support potential Incidental Take Permit issuance. The commenter recommended avoidance of sensitive natural communities, wetlands, and wildlife corridors, and advised using native plant species in landscaping. The commenter stated that environmental data generated during surveys must be submitted to the California Natural Diversity Database, and that the proposed project is subject to CDFW filing fees.	As discussed in the Biological Resources Assessment, page 49, the western borrowing owl has not been found in this region, with no burrows or prey base observed in the study area. Although there are a few historical records (CNDDB and eBird), they are over 15 years old. The project area lacks suitable grasslands and experiences frequent ground disturbance and human activity, making it unsuitable for foraging or wintering. The likelihood of the species occurring onsite is very low. As discussed in the Biological Resources Assessment, page 47, the northern California legless lizard has not been found in this region. Although suitable sandy soils are present, regular tilling and agricultural activities have removed suitable habitat. The study area lacks sufficient plant cover and has been consistently tilled, disked, and planted with strawberries. While the species has been recorded at several locations surrounding the site, the likelihood of its presence onsite is considered low. Following CDFW request, mitigation measures related to preconstruction surveys for borrowing owl has been added as Mitigation Measure BIO 7, refer to Table 1-2. Any data collected during preconstruction surveys shall be submitted to the CNDB. CDFW filing fees will be paid when the EIR is filed.

Commenter	Comment/Request	How and Where It Was Addressed
California Department of Transportation (Caltrans)	The commenter recommended early coordination on transportation mitigation measures to offset impacts to the State Highway System (SHS), including fair share contributions, implementation responsibilities, and monitoring by the lead agency. The commenter requested the City of Santa Maria address the significant and unavoidable Vehicle Miles Traveled (VMT) impact identified in the Traffic Impact Study and explore innovative mitigation strategies such as Complete Streets and multimodal infrastructure. The commenter recommended the inclusion of a Transportation Demand Management (TDM) analysis and a Commute Trip Reduction (CTR) Program to reduce single-occupancy vehicle trips, with strategies such as vanpooling, transit subsidies, bike amenities, and telework options. The commenter stated that the DEIR should evaluate transit connectivity, including the feasibility of a nearby transit stop and First/Last Mile solutions, and emphasized the importance of aligning the project with state planning priorities under SB 743 and SB 375.	NV5 assisted in conducting the Traffic Impact Study and VMT Analysis, they concluded that commute related mitigation strategies, such as Transportation Demand Management (TDM) programs, would have a minimal effect on overall VMT due to the nature of the operations and employee schedules. There is no applicable ITE Land Use Code (LUC) for the proposed delivery operation. Standard industrial LUCs (e.g., 150, 154, 155) significantly underestimate the trip generation associated with this use. Delivery routes are dynamically assigned based on daily customer destinations and traffic conditions, rather than fixed routes, and are constrained by local road regulations. The proposed project's operational characteristics limit the feasibility of alternatives such as walking, biking, or transit. Delivery personnel must use personal vehicles to collect and deliver packages, and most on-site employees arrive between 1:00 AM and 2:00 AM, making transit and active transportation options impractical. While improvements to multimodal infrastructure may benefit the broader community, they would have negligible impact on project-related traffic. Currently, there are no existing bus routes near the site that could be reconfigured to serve the proposed project. System-wide transit planning is beyond the scope of this project-level analysis.
The Santa Barabra County Air Pollution Control District (APCD)	The commenter recommends including an analysis of Air Quality and Greenhouse Gas Emissions in the Draft EIR, as the project's operational emissions exceed significance thresholds and may result in cumulatively considerable impacts. The commenter recommends evaluating health risks to sensitive receptors from the proposed diesel-powered emergency fire pump by conducting a screening-level Health Risk Assessment (HRA) during the EIR process. The commenter recommends ensuring that Tier 4 Final construction equipment assumptions used in modeling are implemented through enforceable conditions, and that dust and diesel exhaust mitigation measures are applied during construction. The commenter recommends verifying the accuracy and adequacy of the greenhouse gas emissions analysis in the technical report, ensuring it is supported by substantial evidence.	The applicant is preparing a HRA for the proposed diesel-powered emergency fire pump. A screen level HRA will be prepared for the permitting process. This HRA would be submitted to the air district as part of the permit application process to assess the potential health risks from use of the generators for the fire pumps. To reduce construction-related emissions, Mitigation Measure AQ-1 requires the use of Tier 4 Final engines for line-haul trucks and other heavy-duty off-road equipment. See pages 18 through 23 of the Initial Study prepared for the proposed project.

Commenter	Comment/Request	How and Where It Was Addressed
Organization Comments		
Grower Shipper Association (GSA)	The commenter recommends evaluating the project's consistency with the West Stowell Specific Plan, particularly regarding land use conflicts and preservation of agricultural-industrial character. The commenter requested the City analyze potentially significant impacts to agricultural resources and transportation, including seasonal traffic fluctuations, road safety for agricultural vehicles, and compatibility with bicycle infrastructure. The commenter recommended revising and expanding the Traffic Impact Study to include additional intersections and mitigation measures and requested notification of future opportunities to comment.	The proposed project has been evaluated for consistency with the West Stowell Specific Plan. The proposed project does not conflict with the land use designations or the agricultural-industrial character of the area. The site is located within an area planned for industrial development, and the proposed use is compatible with surrounding land uses. Potential impacts to agricultural resources were determined to be less than significant and are addressed in detail on pages 14 through 15 in the Initial Study prepared for the proposed project. The Traffic Impact Study focused on the most likely affected intersections, including Stowell Road, based on anticipated traffic volumes and patterns. These intersections were selected in coordination with the City of Santa Maria. Seasonal traffic fluctuations and road safety for agricultural vehicles were considered in the context of delivery operations and employee commute patterns. Most employee traffic occurs outside of peak commute hours (between 1:00 AM and 2:00 AM), and delivery routes are dynamically assigned based on real-time traffic conditions and customer locations. Non-local delivery vehicles are expected to use Highway 101, minimizing impacts on local agricultural routes. The Traffic Impact Study is discussed in detail in Section 4.1, *Transportation* of this EIR. Accordingly, traffic congestion is not a CEQA matter and traffic congestion analyses are not required by CEQA. This EIR analysis focuses on Vehicle Miles Traveled (VMT) and other relevant metrics consistent with CEQA requirements. While the use of bicycle and pedestrian infrastructure is encouraged citywide, the proposed project is not expected to affect such facilities due to the nature of operations and employee schedules. Delivery personnel and warehouse staff typically arrive in personal vehicles and are not expected to use alternative commute modes. None of the comments warranted the inclusion of additional analysis in the EIR

Commenter	Comment/Request	How and Where It Was Addressed
Bonita Packing Co.	The commenter recommends revising the Traffic Impact Study to reflect peak agricultural traffic conditions. The commenter stated that the study's April traffic counts do not capture seasonal traffic patterns driven by agricultural labor and produce transport, which peak during summer and early fall. The commenter referenced the SBCAG Corridor Study, which found significant congestion in September, and requested the City conduct a new traffic study to accurately assess potentially significant impacts and identify feasible mitigation measures.	The Traffic Impact Study focused on time periods that best reflect the proposed project's operations and their potential impact on the surrounding road network. Employee traffic for the site begins early in the morning (between 1:00 and 2:00 AM) and ends by mid-afternoon, while deliveries occur later in the day and typically avoid peak agricultural traffic hours. Agricultural traffic may peak during summer and early fall however the proposed project's traffic does not significantly overlap with those peak periods. Therefore, revising the Traffic Impact Study to reflect seasonal agricultural traffic is unlikely to change the impact conclusions. Additionally, the Traffic Impact Study avoided school vacation periods to ensure traffic data reflected typical weekday conditions. Based on the timing and nature of the project's operations, the PM peak hour was determined to be the most relevant for assessing potential traffic impacts. The Traffic Impact Study is discussed in detail in Section 4.1, *Transportation* of this EIR. None of the comments warranted the inclusion of additional analysis in the EIR.
Supporters Alliance for Environmental Responsibility (SAFER)	The commenter requested that the City prepare a Draft Environmental Impact Report (DEIR) analyzing all environmental impacts required under CEQA. The commenter also recommended that the DEIR evaluate whether the economic benefits of the proposed warehouse outweigh its environmental impacts.	The City prepared an Initial Study circulated on August 14, 2025. In that Initial Study, included herein as Appendix A, the City found that all environmental resource areas except Transportation, were less than significant or could be addressed with mitigation measures. Those mitigation measures are included herein in Table 1-2. Further, economic impacts are not subject to CEQA and therefore are not required to be evaluated in this EIR. The City will make a determination in the Findings of Fact and Statement of Overriding Considerations whether the project benefits outweigh the environmental impacts of the project. None of the comments warranted the inclusion of additional analysis in the EIR.

1.3 Scope and Content

This EIR addresses impacts identified by the Initial Study to be potentially significant. Transportation impacts to Vehicle Miles Travelled (VMT) under CEQA Guidelines Section 15064.3(b) was found to have a potentially significant impact and has been studied in this EIR. All other resource areas were either determined less than significant or impacts could be reduced to less than significant with the imposition of mitigation measures. Those mitigation measures have been identified in Table 1-2.

In preparing the EIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and other background documents. A full reference list is contained in Chapter 7, *References and Preparers*.

The alternatives chapter of the EIR (Chapter 6) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the project while feasibly attaining most of the basic project objectives. In addition, the alternatives chapter identifies the "environmentally superior" alternative among the alternatives assessed. The alternatives evaluated include the CEQA-required "No Project" alternative and one alternative development scenario for the project area.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based. The *Guidelines* state:

> *"*An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure."

1.4 Issues Not Studied in Detail in the EIR

Table 1-2 summarizes issues from the environmental checklist that were addressed in the Initial Study (Appendix A). As indicated in the Initial Study, impacts associated with these issue areas would be less than significant or less than significant with mitigation. The mitigation measures that were included in the Initial Study are repeated here. In addition, new mitigation measure BIO-7 is included to respond to comments from CDFW regarding preconstruction surveys for borrowing owls.

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Table 1-2 Issues Not Studied in the EIR

Issue Area	Initial Study Findings	Mitigation Measures	Impact Determination
Aesthetics	The project site would not substantially hinder views of the skyline from public areas, nor is it located on a State Scenic Highway. The south boundary of the project site abuts a railroad line; however, the project site is not zoned as COS, and therefore, does not need to preserve a scenic corridor along the railroad ROW.	None required.	No Impact
	The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, nor would it create significant impacts with respect to increased lighting.	None required.	Less than Significant
Agriculture and Forestry Resources	The project site is designated as Prime Farmland and would result in the conversion of approximately 32 acres of Prime Farmland to non-agricultural use. However, the project site is located within the West Stowell Specific Plan, in which the CEQA compliance already mitigated for the loss of Prime Farmland. The City of Santa Maria Sphere of Influence Boundary Amendment and Concurrent Annexation Environmental Impact Report (EIR), certified on September 15, 1992, assessed the potential environmental impacts associated with the adoption of the West Stowell Specific Plan. Alongside the EIR, the City Council adopted a Statement of Overriding Considerations acknowledging significant and unavoidable impacts, including the loss of Prime Farmland. This significant impact was mitigated by the identification of additional land now designated for agricultural use.	None required.	Less than Significant
	The project is not a use permitted by right under the West Stowell Specific Plan, however, similar uses which the Planning Commission finds meet the findings noted in Specific Plan Section 3.1.1.d are permitted in the Agricultural Overlay Zoning District (PD/CM-AG) subject to obtaining a conditional use permit according to the procedures set forth in Chapter 35 of the Santa Maria Zoning Ordinance. Additionally, the site is not under a Williamson Act contract.	None required.	Less than Significant
	The project is an industrial use, centered on the property, and not considered incompatible with adjacent agricultural uses that produce noise or dust. Therefore, it is compatible with continued use of adjacent and nearby lands for agricultural production thereby not leading to the conversion of adjacent and nearby Farmland, to a non-agricultural use. Additionally, there is no timberland on or adjacent to the project site.	None required.	Less than Significant
Air Quality	The proposed project would not conflict with control measures in the 2022 Ozone Plan for meeting the state ozone standard. Therefore, the proposed project would be considered consistent with the 2022 Ozone Plan.	None required.	Less than Significant
	SBCAPCD does not consider a proposed project to have a significant impact on air quality, either individually or cumulatively, if operation of the project meets the significance criteria listed in Section 3, then it would be considered to not have a cumulative impact.	**AQ-1 Line-Haul Trucks Requirement.** The proposed project owner or operators shall require the use of line-haul trucks with model years 2014 or newer that meet Tier 4 Standards for off-road diesel engines.	Less than Significant with Mitigation
	The project would generate a low volume of daily truck trips compared to the CARB study's 100 trucks per day. Additionally, sporadic use of the emergency fire pump, combined with CARB observations that pollutant concentrations decrease significantly with distance from a source, such as a 400-foot distance between the project site and sensitive receptors would not expose sensitive receptors to substantial concentrations of criteria pollutants during operations, nor would it expose sensitive receptors to DPM concentrations that would be expected to result in health risks exceeding SBCACPD's health risk thresholds for cancer risk and noncancer risk.	None required.	Less than Significant
	Emissions associated with the construction of the project would not affect a substantial number of people because construction would be temporary and intermittent, and construction-generated emissions dissipate rapidly with increasing distance from the source. The project would also not be associated with odor sources listed in the SCAQMD CEQA Air Quality Handbook during operation. Therefore, odors associated with construction would not create a significant level of objectionable odors affecting a substantial number of people.	None required.	Less than Significant

Issue Area	Initial Study Findings	Mitigation Measures	Impact Determination
Biological Resources	Individuals of several special-status animal species have potential to occur in the project impact area on a periodic basis; therefore, mitigation in the form of avoidance and protection measures are required. Mitigation measures BIO-1 through BIO-6, as defined in the Initial Study, aim to reduce such potentially significant impacts. The effects of construction activities on nesting birds would be limited to the seasonal time period that birds nest in this area; if the nesting season is avoided, no adverse effects are expected. In response to NOP comments from CDFW, mitigation measure BIO-7 Burrowing Owl Avoidance is included within the EIR to address potential impacts to borrowing owls.	**BIO-1 Initial Ground Disturbance Avoidance During Winter and Preconstruction Survey for Winter Months.** Initial site disturbance and grading for construction shall be planned to occur outside the winter rain season in which CRLF move through upland habitats. Initial site grading shall occur between May 1st and October 31st to avoid impacts to frogs using upland habitat during the rainy season. In addition, Mitigation Measures BIO-2 through BIO-4 shall be implemented to avoid or minimize project impacts on other wildlife species in addition to CRLF. If construction must occur during winter months (from November 1 through April 30), a qualified biologist shall survey all areas proposed for temporary and permanent disturbance within 48 hours prior to initial ground disturbance to ensure no CRLF are present. If any CRLF are found in the work area, the animal shall be allowed to leave the work area under its own volition. If the frog does not leave the work area, work shall be delayed or halted in that location plus a 50-foot buffer until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to authorization required by the USFWS. A report describing the methods and results of the survey shall be prepared by the biologist and submitted to the City within two weeks of the start of ground disturbance. **BIO-2 Prepare and Present a Worker Environmental Awareness Program**. Prior to initiation of construction activities (including staging and mobilization), a qualified biologist shall conduct a Worker's Environmental Awareness Program (WEAP) training for all construction personnel. The training shall aid workers in recognizing special-status species, native birds, protected trees, ESHA, or other biological resources that may occur in the construction area. The specifics of this program shall include identification and habitats of special-status species with potential to occur in the project site, description of the regulatory status and general ecological characteristics of sensitive resources, review of the limits of construction, and an explanation of measures required to protect biological resources, with a special focus on CRLF. A fact sheet conveying this information shall be prepared for distribution to all contractors, their employers, and other personnel involved with construction. All employees shall sign a form provided by the trainer indicating they have attended the WEAP training and understand the information presented to them. The crew foreman shall be responsible for ensuring crew members adhere to the guidelines and restrictions designed to avoid impacts to biological resources. If new construction personnel are added to the project, the crew foreman shall ensure the new personnel receive the WEAP training before starting work. **BIO-3 High Visibility Construction Fencing.** A high-visibility construction fence (i.e., orange protection fence) together with a silt fence, or an approved wildlife exclusion fence (i.e., ERTEC Triple-function Efence), shall be erected along the southern, eastern, and western perimeter of the site. To prevent animals from getting under the fence, the bottom edge of the fence shall be trenched into the ground to a depth of at least six (6) inches, and the soil recompacted along either side. The fence shall remain in place throughout all construction and checked weekly by construction personnel for needed maintenance. The fence shall be inspected by construction personnel prior to the start of work each day in which at least one quarter inch of precipitation has fallen within the prior 24 hours for CRLF that may have entered the work area or are disoriented on the outside of the fence. If any CRLF are found within the work area, the project biologist shall be contacted to inspect the site. If the animal(s) do not leave the site on their own volition, work shall be halted within 50 feet of the frog until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to any authorization required by USFWS. **BIO-4 Prevent Entrapment of CRLF in Open Excavations and Trenches.** During the period in which there are open trenches or excavations more than six (6) inches deep, such as during the excavation for building foundations or utility lines, escape ramps shall be installed so that CRLF and other wildlife that may have become entrapped have the ability to escape. Escape ramps shall consist of a 2:1 sloped soil area leading from the bottom to ground level. Alternatively, as a second option, a qualified biologist shall inspect open trenches each day prior to the start of work for entrapped animals. Alternatively, as a third option, all trenches/excavations can be completely covered with plywood, steel plates or similar material during overnight periods. If a CRLF individual is located in a trench by construction personnel, the qualified biologist shall be contacted immediately to assist with relocation upon authorization from USFWS. For common wildlife, the biologist shall capture and relocate the individual out of harm's way. Work shall be halted until the entrapped animal has been relocated. **BIO-5 Vegetation Removal and Grading Avoidance During Nesting Season.** All initial site disturbance shall be limited to the time period between September 1 to October 31, if feasible, to avoid construction during the nesting season (February 1 to August 31) and to avoid the seasonal work restriction associated with the CRLF (November 1 to April 30, see Mitigation Measure BIO-1). Tree removal shall occur between September 1 and January 31 to avoid the nesting period. If vegetation removal and grading cannot feasibly be conducted during this time period, then Mitigation Measure BIO-6 shall be followed. **BIO-6 Nesting Bird Preconstruction Survey.** For any initial construction (vegetation removal and grading) scheduled to start between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for nesting birds within a 250-foot buffer of project impact areas. The survey shall be conducted within seven days before the initiation of construction activities occurring during this time period. During this survey, the qualified biologist shall search for birds exhibiting nesting behavior and inspect all potential nest substrates in the impact and buffer areas. Any nests identified shall be monitored to determine if they are active. If no active nests are found, construction may proceed. If an active nest is found within 50 feet of the construction area, the biologist, in consultation with the City and CDFW as appropriate, shall determine the extent of a buffer to be established around the nest. The buffer shall be delineated with flagging, and no work shall take place within the buffer area until the young have left the nest, as determined by the qualified biologist. The applicant shall submit to the City a report from the qualified biologist documenting the methods and results of the survey.	Less than Significant with Mitigation

Issue Area	Initial Study Findings	Mitigation Measures	Impact Determination
		BIO-7 Burrowing Owl Avoidance The following measures shall be implemented in order to avoid and minimize impacts to burrowing owl. 1. Ground-disturbance activities associated with construction of the project shall begin outside of the burrowing owl nesting season (nesting season is typically February 1 through September 15). 2. Not more than 30 days prior to initiation of ground-disturbing activities, and again within 24-hours of the initiation of ground-disturbing activities associated with construction, a County-approved biologist shall conduct a take avoidance survey of the project site and surrounding areas to a distance of 150 meters, in accordance with the methods outlined in the Mitigation Methods –Pre-construction and Appendix D Surveys for Take Avoidance of the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012). The pre-construction survey will cover all areas within 150 meters of the portion of the site where construction is scheduled to start. Areas within 150 meters that are not accessible due to property access restrictions shall be surveyed using binoculars. Surveys will be phased, based on the grading and construction schedule, such that they are conducted not more than 30 days before the start of ground disturbing activities in new areas. If grading and/or construction activities in portions of the site cease for a period of 14 days, those portions of the site will be resurveyed for burrowing owls prior to the resumption of grading and/or construction activities. If no occupied (breeding or wintering) burrowing owl burrows are identified, no further mitigation would be required. If occupied burrows are identified on the site or within 150 meters of the Project disturbance area, one of the following actions shall be taken: 1) permanent avoidance of the burrow or 2) establishment of a temporary avoidance buffer followed by passive relocation and compensatory mitigation for loss of habitat in conjunction with the measures below: 3. Site-specific, no-disturbance buffer zones shall be established and maintained between Project activities and occupied burrows, using the distances recommended in the CDFW guidelines (CDFG 2012) or as otherwise determined appropriate by the County-approved biologist in consultation with CDFW. 4. During the non-breeding season, if an occupied burrow cannot be avoided, and the burrow is not actively in use as a nest, the burrowing owls can be excluded from burrows in accordance with an approved Burrowing Owl Exclusion Plan, which shall be prepared and submitted for approval by CDFW prior to passive relocation of any burrowing owls. The Burrowing Owl Exclusion Plan shall be based on the recommendations made in the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012) and shall include the following information for each proposed passive relocation: 5. Confirmation by site surveillance that the burrow(s) is empty of burrowing owls and other species; 6. Identification of type of scope to be used and appropriate timing of scoping; 7. Occupancy factors to look for and what shall guide determination of vacancy and excavation timing; 8. Methods for burrow excavation; 9. Removal of other potential owl burrow surrogates or refugia on site; 10. Methods for photographic documentation of the excavation and closure of the burrow; 11. Monitoring of the site to evaluate success and, if needed, to implement remedial measures to prevent subsequent owl use to avoid take; 12. Methods for assuring the impacted site shall continually be made inhospitable to burrowing owls and fossorial mammals; and 13. Method(s) for compensatory mitigation for burrow loss.	
No riparian habitat or sensitive natural communities are present on the project site. No drainage features or wetland habitats are present onsite or in close proximity that could be indirectly affected by stormwater runoff. Best Management Practices (BMPs) to be developed as part of the project's anticipated Stormwater Pollution Prevention Plan would be adequate to ensure project activities do not adversely affect offsite resources. Incorporation of BMPs would avoid indirect effects to offsite biological resources during the construction period.		None required.	Less than Significant
No wetlands with hydrophytic vegetation or vernal pools are present onsite. The sandy soils in the study area lack an underlying impervious sandstone or clay layer characteristic of other vernal pools in the region. The project would not affect any naturally-occurring or potentially jurisdictional wetlands.		None required.	No Impact
The project site would be fenced and would be a barrier to the movement of medium- to large-sized mammals. The project would not substantially limit or fragment the geographic range of species, their movement, or dispersal corridors.		None required.	Less than Significant

Issue Area	Initial Study Findings	Mitigation Measures	Impact Determination
	The Resources Management Element in the Santa Maria General Plan describes the vernal pool complex to the southwest of the Airport as a significant wildlife habitat area. This habitat is outside of the project site and there would be no direct effects on protected habitats or trees, and mitigation measures are provided herein to ensure no indirect effects occur. Therefore, the project would not conflict with any local policies or ordinances related to biological resources.	None required.	Less than Significant
	No local, regional or state conservation plans have been prepared for the project site or immediate area. The project site is not located in any Natural Community Conservation Plan area.	None required.	No Impact
Cultural Resources	No human remains were discovered within the project site during the Phase 1. However, if human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98.	**CR-1 Extended Phase I Assessment.** Prior to issuance of a grading permit and/or excavation activities an Extended Phase I (XPI) archaeological testing program shall be performed to determine the presence or absence of archaeological deposits at the project site. The XPI may include mechanical backhoe trenching; use of a backhoe will allow for an efficient examination of the soil profile and an assessment of the potential for buried archaeological deposits to be present. This study shall be conducted under the direction of a qualified archaeologist. XPI testing shall be observed by a Native American monitor. An XPI conducted prior to project construction could reduce potential delays caused by unanticipated finds during construction by informing the applicant of the types of resources that may exist on the property. Should a subsurface archaeological resource be found during the XPI, impacts to the resource shall be avoided and preserved in place through project redesign. Avoidance and preservation in place may include capping the resources with fill soil. If project redesign is not feasible and impacts to the resource cannot be avoided, a Phase II significance evaluation shall be performed to determine if the resource is eligible for the CRHR and/or the NRHP. A qualified archaeologist shall prepare a Phase II work plan for review and approval. The Phase II work plan shall address the archaeological excavation, analysis of recovered materials, and report preparation necessary to evaluate the significance of the resource. If the Phase II significance evaluation determines the resource is eligible for the CRHR and/or the NRHP and is considered a significant resource, and impacts to the resource cannot be avoided, then a Phase III data recovery excavation shall be conducted to mitigate impacts to the resource. A qualified archaeologist shall prepare a Phase III work plan/research design for review and approval. The Phase III work plan/research design shall address the archaeological excavation, analysis of recovered materials to answer specific research	Less than Significant with Mitigation
Energy	The proposed project would utilize construction equipment with Tier 3 or higher engines, which typically improve fuel efficiency and reduce energy consumption during construction.[1] There are no unique project characteristics that would require the use of less energy-efficient construction equipment or methods. During operation, the warehouse would be required to meet Title 24 of the California Building Standards Code. The project also proposes additional green building features such as EV chargers, solar panels, and a Battery Energy Storage System (BESS).	None required.	Less than Significant
Geology and Soils	The project site is not located within an area that has been identified as having a known earthquake fault, and no known fault lines cut through the site. No impact would occur. Development in the City of Santa Maria is required to adhere to the California Building Code (CBC). The impact to people, buildings, or structures on the project site from strong seismic ground shaking would be reduced by the required conformance with applicable building codes and accepted engineering practices.	None required.	Less than Significant
	The soils underlying the site is Corralitos loamy sand, which is not considered hydric and are located in a flat area with deep groundwater levels. Therefore the site is not susceptible to liquefaction.	None required.	Less than Significant
	The CBC regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of adverse soil conditions.	None required.	Less than Significant
	Expansive soils are of concern since building foundations may rise during the rainy season and fall during dry periods in response to the clay's action. The site contains Corralitos loamy sand, which is not expansive. However, the project would be required to comply with CBC Section 1808.6.1 to mitigate any potential impacts from expansive soils.	None required.	Less than Significant
	The lack of elevation difference on the project site, the relatively flat surroundings, and the fact that the project site is not located within a landslide hazard zone result in no potential for landslides.	None required.	No Impact
	The project does not include a septic system; therefore, there is no potential for adverse effects due to soil incompatibility.	None required.	No Impact

[1] The Driller. 2007. What Tier 3 EPA Regulations Mean to Contractors. Available: https://www.thedriller.com/articles/87099-what-tier-3-epa-regulations-mean-to-contractors. (accessed April 2025).

Issue Area	Initial Study Findings	Mitigation Measures	Impact Determination
	Although the project is not expected to uncover paleontological resources, excavation activities up to 12 feet in depth may impact fossiliferous deposits. Mitigation Measure GEO-1 would be implemented to ensure proper handling and reporting of any unanticipated paleontological discoveries.	**GEO-1 Unanticipated Discovery of Paleontological Resources Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, a Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP; 2010), or their designee shall conduct a paleontological WEAP training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel. The WEAP shall discuss the potential to discover paleontological resources in the project site, legal obligations to protect paleontological resources, examples of paleontological resources that may be found in the project site, procedures in case a paleontological resource is discovered, and contact information for the Qualified Professional Paleontologist. **Unanticipated Discovery of Paleontological Resources**. If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards, which may include, but would not be limited to: paleontological monitoring; fossil salvage, preparation, and curation; and reporting to summarize the paleontological mitigation efforts.	Less than Significant with Mitigation
Greenhouse Gas Emissions	Greenhouse gas (GHG) emissions associated with the proposed project were estimated using CalEEMod. Based on output results from CalEEMod, the proposed project would not generate GHG emissions that would exceed thresholds. The project would also not conflict with the 2022 Scoping Plan or SBCAG 2050 RTP/SCS policies for reducing GHG emissions.	None required.	Less than Significant
Hazards and Hazardous Materials	Local, state, and federal regulations and standards are in place to regulate the transportation, use, and disposal of hazardous materials. In addition, there are several local departments and agencies that are able to respond to foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	None required.	Less than Significant
	Any hazardous materials associated with the proposed project would be subject to regulation under federal, state, and local standards, including those enforced by the U.S. Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), California Occupational Safety and Health Administration (Cal/OSHA), and the Santa Barbara County Environmental Health Services. The project would not emit hazardous materials or handle acutely hazardous substances within one-quarter mile of a school.	None required.	Less than Significant
	An oil and gas well is located within one mile of the project site and was abandoned and plugged in the 1950s. In conjunction with the project, the applicant proposes to re-abandon the oil and gas well in coordination with CalGEM and in accordance with current CalGEM standards. If required by CalGEM (oil well abandonment work, including sealing off oil and gas bearing units, pressure grouting, etc.) actions must be performed by a State-licensed contractor under the regulatory oversight and approval of CalGEM. This re-abandonment work would be conducted prior to conducting subsurface activities.	None required.	Less than Significant
	Two known release sites are located within 1,000 feet of the project site. Based on the information available for the closed Unocal 37 Line case (localized soil impacts only) and distance to the project site (approximately 700 feet away), this known hazardous materials site is not anticipated to pose an environmental concern to the project site. With the potential presence of impacted soil at the project site, there is a potential for grading and construction workers to be exposed to contaminants (e.g., total petroleum hydrocarbons, volatile organic compounds, and metals) via impacted dust and/or soil. Therefore, construction activities could create a significant hazard to the public or the environment. This impact would be potentially significant and Mitigation Measures HAZ-1, as defined in the Initial Study, is required.	**HAZ-1 Soil Management Plan.** Prior to commencement of construction and grading activities at the project site, the project applicant shall retain a qualified environmental consultant (Professional Geologist or Professional Engineer) to prepare a Soil Management Plan (SMP) for the project site. The SMP shall address: 1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil with solvent or chemical odors) if such soils or impacted wastes are encountered, and 2. Specific actions to reduce hazards to construction workers and off-site receptors during the construction phase. The plan must establish engineering controls and soil management practices to protect construction worker safety, protect the health of future workers and visitors, and prevent the off-site migration of contaminants from the project. These measures and practices shall include, but are not limited to: ▪ Stockpile management, including stormwater pollution prevention and the installation of best management practices. ▪ Proper disposal procedures of contaminated materials. ▪ Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities. ▪ Monitoring and reporting. ▪ An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. ▪ The environmental health and safety plan shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.	Less than Significant with Mitigation

Issue Area	Initial Study Findings	Mitigation Measures	Impact Determination
		The City shall review the SMP and have the authority to propose and include modifications prior to finalization of the SMP. The City shall review the final SMP prior to issuance of grading permits. The project applicant shall implement the SMP during demolition, grading, and construction at the project site.	
	The applicant would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the police and fire departments in the City of Santa Maria. Construction activities associated with the project do not include permanent or temporary street closures or changes in traffic flow. Impacts to emergency response plans or emergency evacuation plans would not occur.	None required.	No Impact
	The applicant would be required to provide proof of compliance with all applicable building and fire code requirements. Therefore, significant impacts to people or structures as a result of wildland fires would not occur.	None required.	No Impact
Hydrology and Water Quality	Conformance with Section 402 of the Clean Water Act (CWA) and the SMMC would ensure that the proposed project does not violate any water quality standards or waste discharge requirements, substantially decrease groundwater, or interfere with groundwater recharge.	None required.	Less than Significant
	Development under the proposed project would not result in a lowering of the groundwater table. The project would not result in an exceedance of safe yield or a significant depletion of groundwater supplies.	None required.	Less than Significant
	The applicant would be required to comply with the SMMC Chapter 8-12A, which requires the implementation of BMPs. The BMPs applied during project construction include constructing bio-retention basins to convey and infiltrate stormwater and using permeable pavers to reduce site runoff. These construction and erosion control practices would reduce the potential for adverse effects caused by excavation and general construction. The project site is nearly level. Development of the proposed project would not introduce new surface water discharges as there are already structures on the project site, would not substantially increase runoff volumes, and would not result in flooding on- or off-site.	None required.	Less than Significant
	The Federal Emergency Management Agency does not classify the project site as a flood hazard area.	None required.	No Impact
	The project site is managed by the Basin Plan, published and managed by the Central Coast Regional Water Quality Control Board (RWQCB). The project would be required to comply with the Central Coast RWQCB's stormwater regulatory requirements and other water control plans intended to manage water quality and groundwater supply. The project would not conflict with or obstruct implementation of the Basin Plan.	None required.	Less than Significant
Land Use and Planning	The proposed project would be compatible with surrounding development, including an existing Driscoll's packaging facility and a new warehouse currently under construction adjacent to the site. Additionally, the project would not obstruct access or bisect any established neighborhoods and therefore would not physically divide an established community.	None required.	No Impact
	The project site is zoned PD/CM-AG and has a land use designation of Heavy Commercial Manufacturing (HCM). A distribution warehouse would be allowed under the HCM land use designation of the West Stowell Specific Plan through meeting the findings of Section 3.1.1.d and with a conditional use permit. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation. If the Planning Commission determines a conditional use permit is appropriate and makes the findings discussed above, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and the impact would be less than significant.	None required.	Less than Significant
Mineral Resources	The project site is located on a site designated for industrial development where no mineral extraction activities currently take place. While the site is within a designated Mineral Resource Zone (MRZ-2), there are no known mineral resources of regional or state value, nor any locally important mineral resource recovery sites on or near the project site. Given these conditions, the project would not result in the loss of availability of any known mineral resources. Therefore, construction and operation of the project would have no impact related to mineral resources.	None required.	No Impact

Issue Area	Initial Study Findings	Mitigation Measures	Impact Determination
Noise	Noise generated by project construction would be temporary and not exceed local thresholds. Project operation noise would be similar to or less than that of the railway traffic along the Santa Maria Valley Railroad. The project site is located approximately 1,400 feet northeast of the nearest sensitive receptor—a single-family residence situated across the Santa Maria Valley Railway. Predicted noise levels from construction activities are estimated to range between 44.7 dBA and 55.3 dBA. These levels are well below the FTA construction noise threshold of 80 dBA. Therefore, short-term construction-related noise impacts are anticipated to be less than significant. The project is not expected to result in a permanent increase in ambient noise levels or expose nearby residents to long-term noise levels exceeding applicable standards. Modeled operational noise levels at the nearest sensitive receptor—a single-family residence approximately 1,400 feet south of the project site are predicted to be 45.9 dBA CNEL at ground level and 45.8 dBA CNEL at the first floor, which are well below the City's residential exterior noise threshold of 60 dBA CNEL. Additionally, hourly Leq values during daytime, evening, and nighttime periods at this receptor range from 39.2 to 40.4 dBA, which are lower than the ambient noise levels recorded during field measurements (ranging from 54.2 to 65.8 dBA Leq).	None required.	Less than Significant
	Construction activity would be temporary, and the use of vibration-generating heavy equipment would be primarily limited to periodic loaded trucks. Vibration would be a temporary impact during construction and would not occur during normal sleep hours.	None required.	
	The project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. At a distance of five miles northeast of the Santa Monica Municipal Airport, the proposed project would not expose people residing or working in the project area to significant aircraft-generated noise.	None required.	No Impact
	The project would not include significant stationary sources of vibration, such as heavy vibration-generating equipment operations. Ground borne vibration would not exceed the applicable vibration thresholds for human annoyance and structural damage at the nearest building. Therefore, construction-related vibration impacts would be less than significant. The project does not include any substantial operational sources of vibration, and no operational vibrational impact would occur.	None required.	Less than Significant
	The project site is within the subarea Review Area 2 of the airport influence area of the Santa Maria Airport Land Use Compatibility Plan. Review Area 2 consists of the overflight and airspace protection layer for each airport while Review Area 1 consists of the compilation of the safety zones and noise contours for each airport. Therefore, users and workers in the project vicinity would not be exposed to excessive aviation-related noise impacts and no impacts would occur.	None required.	No Impact
Population and Housing	The proposed project would not directly induce substantial unplanned population growth, as it does not include residential development. The project also would not induce population growth through the creation of jobs during either construction or operation. The proposed project does not include the extension of roads to currently inaccessible areas, and utility connections would be limited to connections to existing infrastructure adjacent to the project site. As such, the project would not induce growth indirectly.	None required.	Less than Significant
	The project site is undeveloped. As such, project construction would not displace existing people or housing, nor necessitate the construction of replacement housing elsewhere. No impact would occur.	None required.	No Impact
Public Services	The project would not directly or indirectly induce population growth and, therefore, would not increase demand for public facilities such as fire and police protection, schools, parks, or other public facilities. Additionally, the project would not introduce features requiring additional or unusual fire or police protection that would necessitate the construction of new public facilities, which could result in environmental impacts.	None required.	Less than Significant

Issue Area	Initial Study Findings	Mitigation Measures	Impact Determination
Recreation	The City establishes its recreational facility needs based on its number of residents. The proposed project would not induce substantial population growth, directly or indirectly as the project would primarily employ local residents. Therefore, the project would not necessitate the development or expansion of recreational facilities.	None required.	Less than Significant
Tribal Cultural Resources	No recorded cultural resources have been identified on the project site; however, standard mitigation measures would be incorporated should potential inadvertent discoveries of archaeological resources or human remains be uncovered during construction.	None required.	Less than Significant
Utilities	The project would not 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. In addition, sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The project would also implement a Stormwater Management Plan to ensure the effective flow of water through the project site.	None required.	Less than Significant
	Wastewater generated by the project would be treated at the City-owned Wastewater Treatment Plant. The City's Public Works Department, consistent with the findings from the City's 2012 Utility Capacity Study, has determined that the existing wastewater treatment plant would continue to be adequate for future wastewater demands, including those of the project and future commitments through 2035. Therefore, the project would not require expansion of the City's existing treatment capacity due to the project, in addition to the provider's existing commitments.	None required.	Less than Significant
	The proposed project would not result in an increase in solid waste beyond the capacity of the three designated landfills. Continued compliance with solid waste diversion requirements and the implementation of standard building regulations would be sufficient to address impacts related to solid waste generation.	None required.	Less than Significant
Wildfire	The project site is not located within or near a Very High FHSZ or State Responsibility Area and therefore would not interfere with existing emergency evacuation plans or emergency response plans within a FHSZ or State Responsibility Area; exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure within a FHSZ or state responsibility area; or 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 impact would occur.	None required.	No Impact

1.5 Lead, Responsible, and Trustee Agencies

The *CEQA Guidelines* define lead, responsible and trustee agencies. The City of Santa Maria is the lead agency for the project because it holds principal responsibility for approving the project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. Responsible agencies include the Central Coast Regional Water Quality Control Board (RWQCB), which regulates water quality in the region, and the Santa Barbara County APCD, which regulates air quality in the region. The APCD submitted comments in the Initial Study, which is provided in Appendix B. The EIR will also be submitted to these agencies for review and comment.

A trustee agency refers to a state agency having jurisdiction by law over natural resources affected by a project. The California Department of Fish and Wildlife (CDFW) that regulates natural resources in the State is a trustee agency for the proposed project.

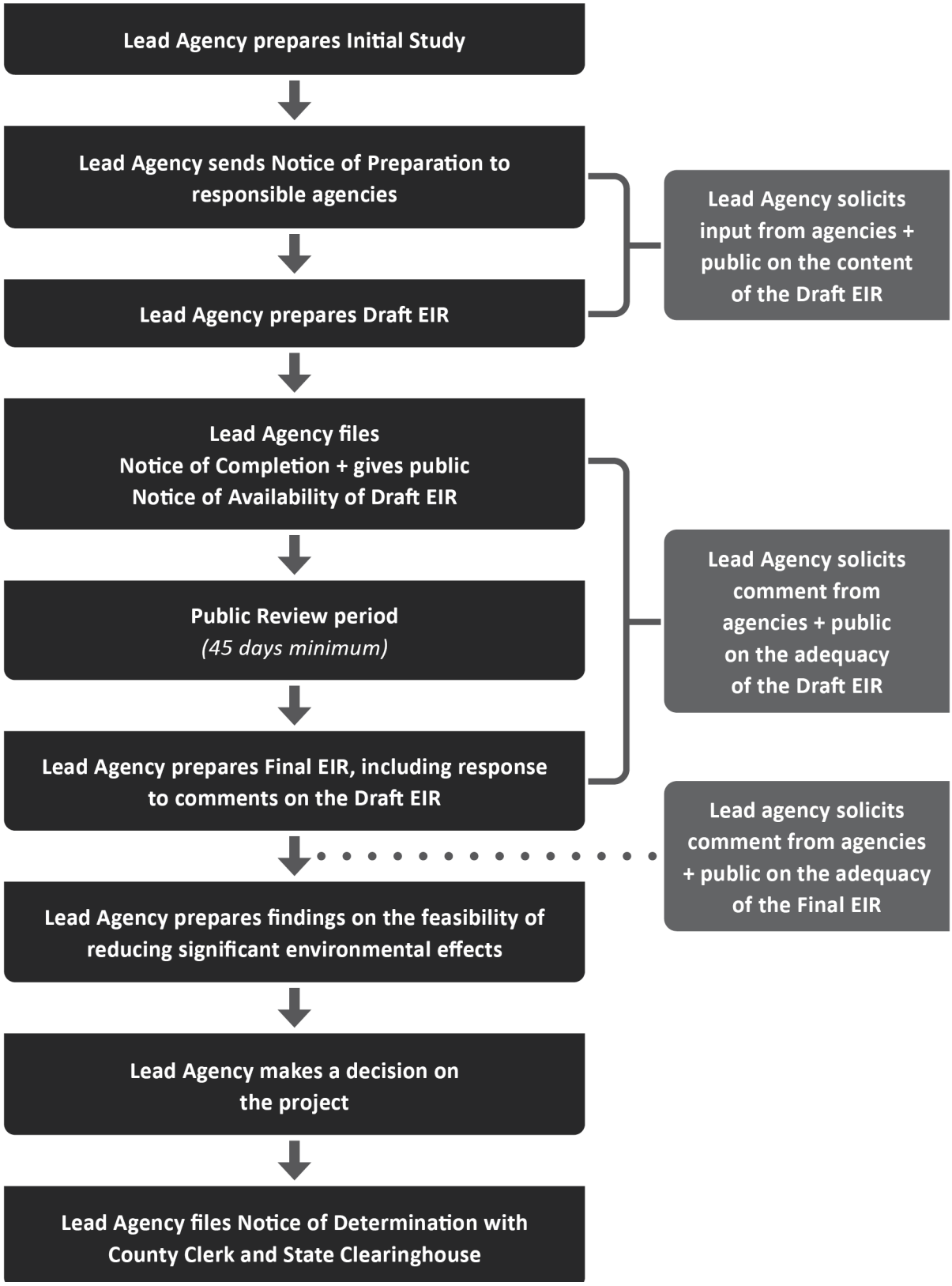
1.6 Environmental Review Process

The environmental impact review process, as required under CEQA, is summarized below and illustrated in Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation (NOP) and Initial Study.** After deciding that an EIR is required, the lead agency (City of Santa Maria) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the project could create significant environmental impacts. An Initial Study was circulated with the NOP for this project.
2. **Draft EIR Prepared.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion (NOC).** The lead agency must file a NOC with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the NOC in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the NOC to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public and respond in writing to all comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the State Clearinghouse approves a shorter period (Public Resources Code 21091).
4. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.

5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination (NOD).** The lead agency must file a NOD after deciding to approve a project for which an EIR is prepared (*CEQA Guidelines* Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

Figure 1-1 Environmental Review Process



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2 Project Description

This section describes the proposed project, including the project applicant, the project site and surrounding land uses, major project characteristics, project objectives, and discretionary actions needed for approval.

2.1 Project Applicant

Scott Irwin
Seefried Industrial Properties, Inc.
2321 Rosecrans Avenue, Suite 2220
El Segundo, California 90245

2.2 Lead Agency Contact Person

City of Santa Maria
Cody Graybehl, Senior Planner
Planning Division, Community Development Department
110 South Pine Street, Suite 101
Santa Maria, California 93454
805-925-0951, x 2552
cgraybehl@cityofsantamaria.org

2.3 Project Location

The project site is located at 1680 West Stowell Road on the southeast corner at the intersection of West Stowell Road and South E Street in the City of Santa Maria. The project site is relatively flat and rectangular with an area of 1,449,993 square feet (32 acres). The project site is denoted by Assessor Parcel Numbers 117-820-012 and 117-820-013. The site was most recently used for growing row crops. Figure 2-1 shows the regional location of the project site and Figure 2-2 shows the location of the site in its neighborhood context. The site is in an industrial agriculture area and surrounded by roads, warehouse facilities, and agricultural fields.

Figure 2-1 Project Vicinity Map

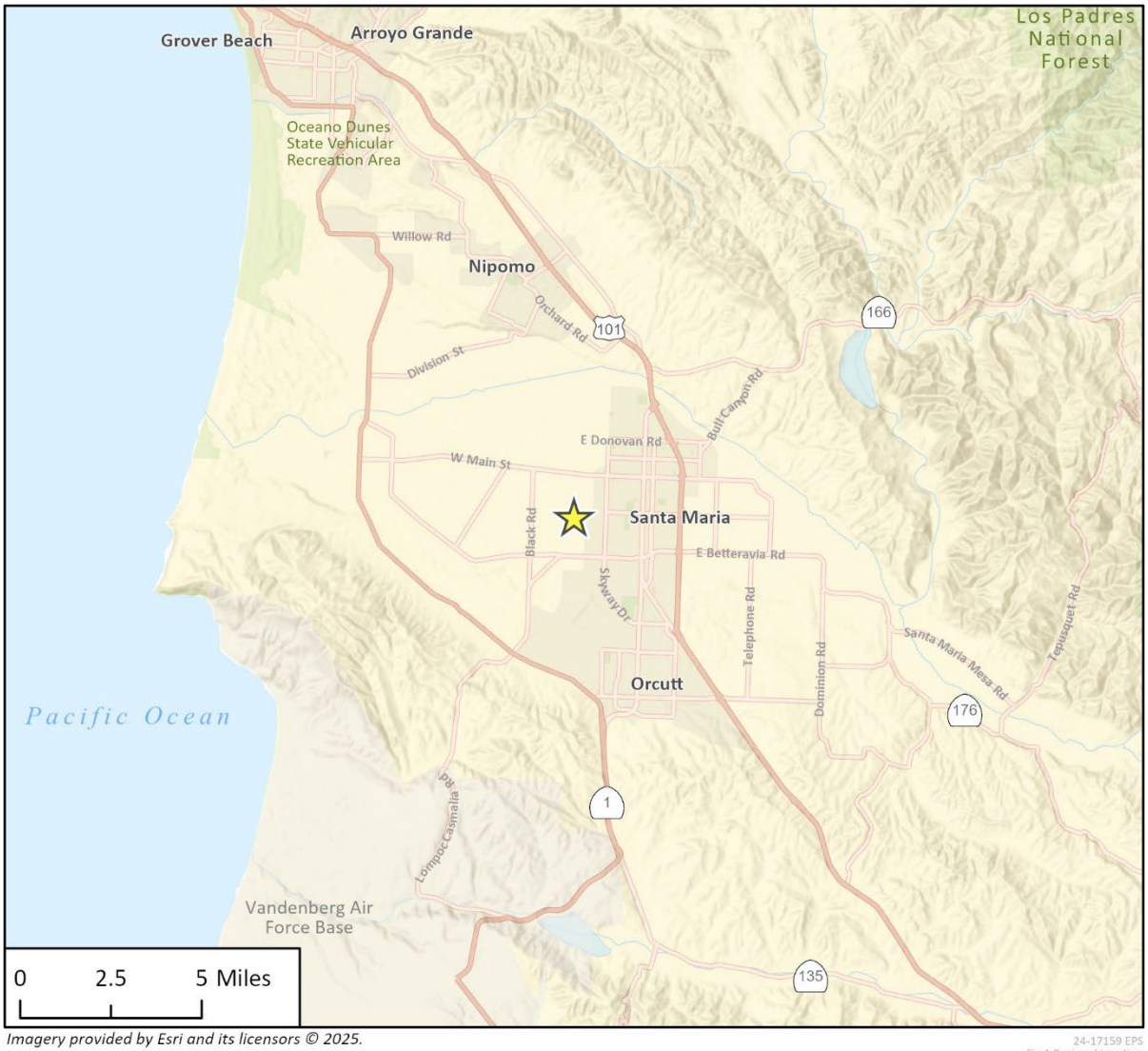
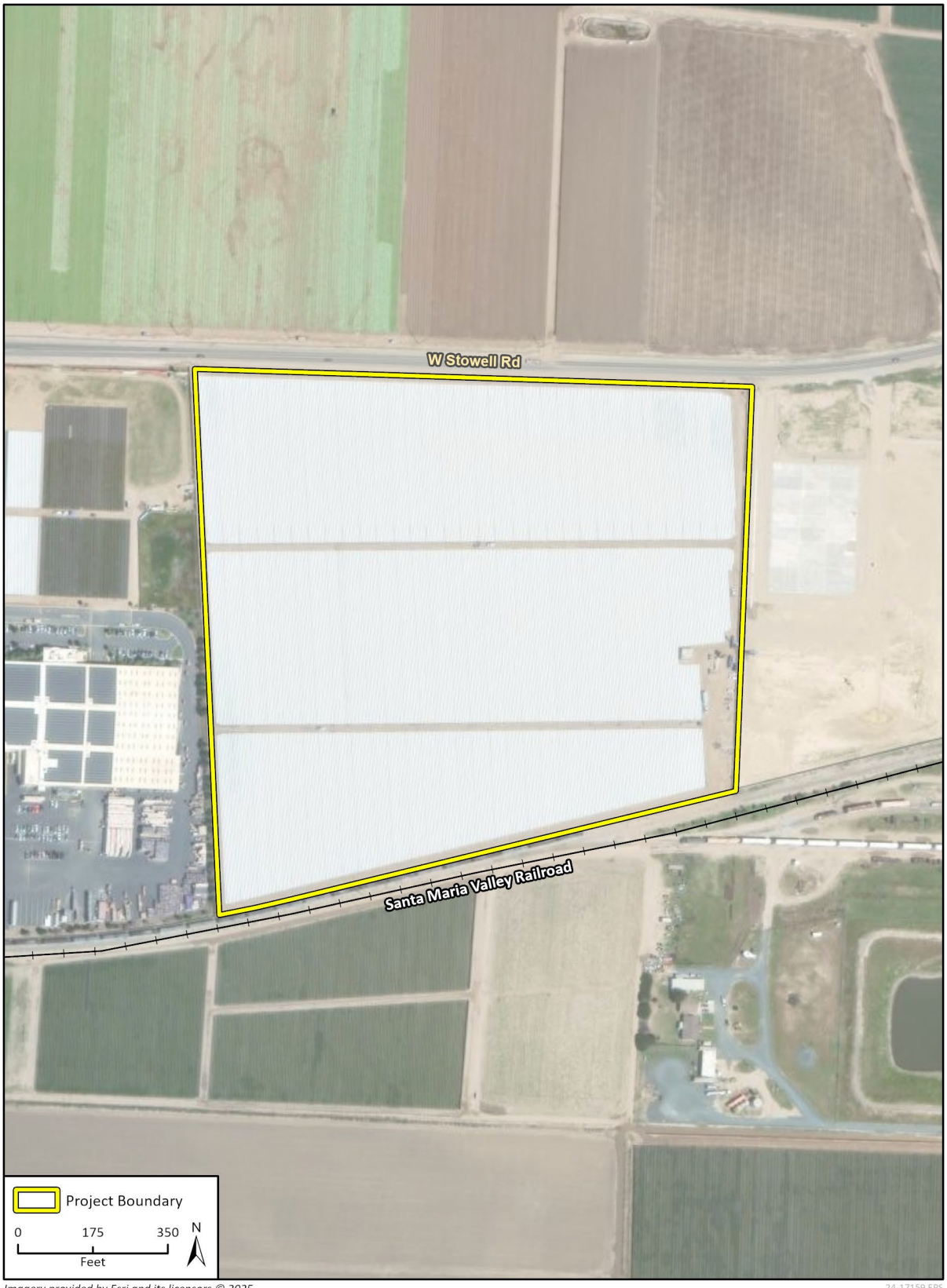


Figure 2-2 Project Site Location



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24-17159 EPS
Fig 2 Project Location

2.4 Existing Site Characteristics

2.4.1 Current Land Use Designation and Zoning

The project site is located at 1680 West Stowell Road, in the western portion of the city (Figure 2-1) within the West Stowell Specific Plan, which was adopted in 1994. The project is in zone district PD/CM-AG (Planned Development/Commercial Manufacturing - Agriculture Overlay) of the Specific Plan.[1] The project would be built on a 33-acre site consisting of two parcels (Assessor's Parcel Numbers: 117-820-012 and 117-820-013)[2]. As shown in Figure 2-2, the project site was previously used for row-crop production but is currently fallow. Uses permitted in the PD/CM-AG zone include manufacturing and processing facilities, warehousing and storage, utilities, and repair and equipment services. The project would not require amendments to the City's General Plan or the Santa Maria Municipal Code.

2.4.2 Surrounding Land Uses

The project site is bordered on the north by West Stowell Road. The land north of West Stowell Road is in unincorporated Santa Barbara County, with the areas south of West Stowell Road located within the City boundaries and planned for industrial uses. The area surrounding the project site includes agricultural, industrial, and commercial uses. There is an operating freight rail track abutting the south boundary of the site operated by Santa Maria Valley Railroad. The industrial designated parcel immediately south of the rail track corridor is owned by the SMV railroad and is within the Area-9 of the Specific Plan. The proposed project would not be using the rail tracks for the project. Neighboring land uses include a Driscoll's packaging facility, an animal shelter, trucking facility, and various farms. The project site is located approximately 0.25 mile west of small-lot single family residential housing. To the east of the project site is a vacant parcel currently being developed as an agriculture box warehouse.

2.4.3 Project Characteristics

The applicant, Seefried Industrial Properties, Inc., is requesting a Planned Development (PD) Permit from the City to develop a package delivery warehouse at 1680 West Stowell Road. The total development area proposed is 244,418 square feet, which includes a 169,104-square-foot single story main distribution warehouse, oriented north to south in the center of the approximately 33-acre site. The main facility building (S-1 occupancy) would include a supporting office area (B occupancy), training room (A-2 occupancy), and break room (A-3 occupancy). In addition to the main facility building, the project contains other small accessory structures including an office, loading awnings, remote restrooms, and an on-site fleet service center to maintain and repair delivery vans.

2.4.4 Proposed Site Plan

Figure 2-3 shows the proposed site plan. Figure 2-4 through Figure 2-8 show the proposed site photographs and Figure 2-9 shows a rendering of the main facility building. Table 2-1 shows the characteristics of the proposed package delivery warehouse.

[1] Santa Maria, City of. 1994. West Stowell Specific Plan, Land Development Pattern, Zoning Map. Available: https://www.cityofsantamaria.org/home/showpublisheddocument/6437/635530503431800000. (accessed March 2025).
[2] Santa Barbara, County of. County Clerk, Recorder and Assessor. Available: https://sbcassessor.com/Assessor/details.aspx?apn=117820012. (accessed June 2025).

Figure 2-3 Project Site Plan



Figure 2-4 Site Photograph- Central Road through Project Site Looking West



Figure 2-5 Site Photograph- Eastern Boundary Road Looking South from West Stowell Road



Figure 2-6 Site Photogragh- Northern Boundary (West Stowel Road) Road Looking West



Figure 2-7 Site Photogragh- Western Boundary Road Looking South



Figure 2-8 Site Photogragh- Southern Boundary Road Looking West



Figure 2-9 Project Rendering of Main Facility Building



Table 2-1 Project Characteristics

Address	1680 West Stowell Road
APN	117-820-012 and 117-820-013
Height/Stories	45 feet
Lot Area	1,449,993 square feet (sq ft)
Building Footprint	169,104 sf[1]
Total Floor Area	244,418 sq ft
Industrial Warehouse	157,507 sq ft
Office	11,597 sq ft

[1] The total floor area is calculated pursuant to Santa Maria Municipal Code Section 12-2.68 and only includes the sum of the gross horizontal areas of all floors, mezzanines, and lofts of the building.

The 169,104 square-foot building footprint would occupy approximately 11.3 percent of the 1,499,993 square-foot lot. The proposed building would have a total floor area of 244,418 square feet of industrial warehouse and office space (not including parking areas, elevator and stair shafts, or mechanical rooms housing operating equipment or machinery). The proposed main facility building would have up to a height of 45 feet to the top of the roof. Because the project site was most recently used for agricultural practices, the project would increase the building footprint by 100 percent.

Drought-tolerant landscaping would be integrated throughout the project site and would comply with Model Water Efficiency Landscape Ordinance standards. Trees including the paperbark tree, Mexican sycamore, coast live oak, tipu tree, and the Japanese zelkova would line the border of the project site and are scattered throughout the parking area. The project site totals approximately 32 acres (1,393,920 square feet), requiring a minimum of 209,088 square feet of landscaped area per Santa Maria Municipal Code Chapter 12-44, which mandates 15 percent of the site be landscaped. The proposed project would provide approximately 279,113 square feet of landscaped area, exceeding the minimum requirement.

2.4.5 Parking and Site Access

Access to the site would be exclusively from parking for up to 990 passenger cars and vans would be available on-site. There would be 12 stalls at the loading dock to accommodate semi-trucks on the south side of the main facility. Parking for overnight fleet vehicles and drivers' personal vehicles totaling 272 spaces would be available north of the building. Two delivery van parking lots would be located to the east and west of the main distribution building. The main entrance to the building would be to the north facing West Stowell Road with parking spots reserved in the north parking lot for associates, guests, or package pick-up customers. The truck loading docks would be along the southern side of the building with dock-high doors for tractor trailer access for unloading. Trucks would enter the site using the westernmost driveway on West Stowell Road and drive south to the loading docks. Trucks would leave the site through that same western driveway. Customers, delivery vans, and associate cars would enter and exit the site from the central and eastern West Stowell Road driveways.

2.4.6 Utilities

The City of Santa Maria Public Works Department provides the following utility services: water, wastewater, stormwater, and solid waste management. Pacific Gas & Electric supplies electricity and the Southern California Gas Company provides gas to the City of Santa Maria.

2.4.7 Abandoned Oil Well

As identified in the California Geologic Energy Management Division (CalGEM) Well Finder database, an oil and gas well is located in the southwestern corner of the project site and was abandoned in the 1950s (Hope Well# 1, API# 0408302417). The use of this portion of the site would be set aside for parking where access and clearance parameters can be maintained. The applicant would, in coordination with CalGEM, move forward with a plan to re-abandon the oil and gas well to current CalGEM standards. The anticipated work would be noted on project plans submitted to the City, and California Environmental Quality Act clearance is addressed within Appendix A Initial Study.

2.4.8 Lighting

Lighting would be installed across the project site to ensure visibility and safety, including in the east, north, and west parking lots, loading dock, open truck yard, beneath the east and west canopy, in the west and east van queuing areas, and on vehicular roads.

2.4.9 Green Building Features

The proposed project includes several sustainable energy features. Fourteen electric vehicle chargers would be installed as part of the project, exceeding the minimum requirements. The proposed project would also include 202 EV-capable delivery van stalls. The proposed project would not install any natural gas service to the facility. In addition, solar roof arrays would be installed to offset electrical energy demand with a design capacity of 750 kilowatts direct current. To manage energy supply and demand, the project would include an 'after the meter' Battery Energy Storage System to store energy for later use by the facility, with a design rating of 650 kilowatts direct current.

2.4.10 Construction and Grading

Construction of the proposed project is expected to occur from approximately March 2026 through July 2027. Construction would take place between 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on weekends, which is within the allowable construction hours set by the City of Santa Maria Municipal Code Chapter 5-5, Section 5-5.06(e). Construction of the structures and on-site facilities would be done in five phases: site preparation, grading, building construction, paving, and architectural coating. The warehouse would be constructed with concrete tilt-up construction. The project would use typical construction equipment, including air compressors, welders, excavators, cranes, forklifts, generators, rubber-tired dozers, tractors, loaders, backhoes, and graders. Construction equipment would feature Tier 4 or higher engines as required by Mitigation Measure AQ-1.

Construction activities for the project site and frontage would include installation of curb and gutter improvements, such as accessible curb ramps, curb cuts with rock riprap energy dissipater, deepened curb, concrete cross gutter, fire hydrant and fire service backflow prevention assembly, domestic backflow prevention assembly, domestic water meter, and sewer manhole and sewer cleanout.

The project site would undergo grading and excavation. Grading depth for the warehouse would be up to 5 feet and then backfilled to approximately 1 to 3 feet above existing grade. Replacement of an existing City sewer main which traverses the site north to south would be at a depth up to 12 feet and increase the pipe size from 30 inches to 48 inches. This would be implemented during project construction to accommodate this future planned upgrade to avoid disruption to operations in the future. This upgrade is not to serve the project.

2.5 Project Objectives

1. Develop a parcel delivery facility with nearby access to freeways to efficiently facilitate the movement of goods.
2. Develop a parcel delivery facility that incorporates sustainability features like EV, solar, and low-water usage.
3. Establish a productive use of underutilized industrial land to help meet unmet regional demand for goods delivery service.
4. Improve efficiency and timeliness of goods delivery to the City of Santa Maria and the surrounding areas.
5. Expand economic development, increase tax revenues, and facilitate job creation in the City of Santa Maria, including hundreds of direct operational jobs and indirect jobs.
6. Attract new businesses to the City of Santa Maria and thereby maintain a jobs-housing balance in the area that will reduce the need for members of the local workforce to commute outside the area for employment.

2.6 Required Approvals

Table 2-2 Public Agencies Whose Approval Is Required

Agency	Permits/Other Approvals
City of Santa Maria	Planned Development Permit (PD2024-0003) and Lot Merger
Santa Barbara County Air Pollution Control District	Stationary source Authority to Construct (ATC), Permit to Operate (PTO) for point sources in development
California Geologic Energy Management Division (CalGEM)	CalGEM-Construction Site Well Review Program (to re-abandon on-site oil and gas well)

3 Environmental Setting

This section provides a general overview of the environmental setting as well as the currently planned and pending projects list for the cumulative impact analysis for the proposed project. A more detailed description of the environmental setting for Transportation can be found in Section 4.1, *Transportation*.

3.1 Regional Setting

The project site is located in the City of Santa Maria, approximately 56 miles northwest of the City of Santa Barbara and 32 miles southeast of downtown San Luis Obispo. It is situated on the southern side of West Stowell Road, within the western portion of the city, and lies adjacent to the Santa Maria Valley Railroad. The approximately 33-acre site is currently vacant and was previously used for interim row crop production. The location of the project site is described below in both a regional and neighborhood context. The surrounding area includes a mix of agricultural, industrial, and commercial uses, such as a Driscoll's packaging facility, an animal shelter, and various farms.

Vehicular access throughout the City of Santa Maria is provided by a grid system of east-west and north-south roadways, including arterials, collectors, and local streets. Major roadways in the vicinity include West Stowell Road, South Blosser Road, and Betteravia Road. The closest freeways are U.S. Route 101 (US 101), located approximately 2.8 miles east of the project site, State Route 1 (SR 1), located approximately 5.6 miles west of the project site, SR 135 located approximately 1.7 miles north of the project site, and SR 166 located approximately 1 mile north of the project site.

The region experiences a Mediterranean climate with mild, wet winters and warm, dry summers. Average annual precipitation is approximately 13 inches, with most rainfall occurring between November and March. Although air quality in the Santa Maria Valley has improved over time, the region remains in nonattainment for ozone (urban smog) and particulate matter (PM10) under state standards. The City of Santa Maria is located approximately 10 miles inland from the Pacific Ocean, and coastal influences help moderate temperatures year-round.

3.2 Project Site Setting

The project site is bordered on the north by West Stowell Road. The land north of West Stowell Road is in unincorporated Santa Barbara County, with the areas south of West Stowell Road located within the City boundaries and planned for industrial uses. The area surrounding the project site includes agricultural, industrial, and commercial uses. There is an operating freight rail track abutting the south boundary of the site operated by Santa Maria Valley Railroad. The industrial designated parcel immediately south of the rail track corridor is owned by the SMV railroad and is within the Area-9 of the Specific Plan. The proposed project would not be using the rail tracks for the project. Neighboring land uses include a Driscoll's packaging facility, an animal shelter, trucking facility, and various farms. The project site is located approximately 0.25 mile west of small-lot single family residential housing. To the east of the project site is a vacant parcel currently being developed as an agriculture box warehouse.

It has a General Plan land use designation of Heavy Commercial/Manufacturing (HCM) and is zoned PD/CM-AG (Planned Development/Commercial Manufacturing – Agricultural Overlay), as defined and established by the West Stowell Specific Plan. Uses permitted in this designation include a range of commercial and industrial activities, including warehousing, packaging, and agriculturally related manufacturing operations, refer to Section 4.1, *Transportation*.

3.3 Cumulative Development

In addition to the specific impacts of individual projects, CEQA requires EIRs to consider potential cumulative impacts of the proposed project. CEQA defines "cumulative impacts" as two or more individual impacts that, when considered together, are substantial or will compound other environmental impacts. Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be less than significant when analyzed separately but could have a significant impact when analyzed together. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

CEQA requires cumulative impact analysis in EIRs to consider either a list of planned and pending projects that may contribute to cumulative effects or a forecast of future development potential. This EIR uses a list approach. Currently planned and pending projects as of September 2025 in Santa Maria are listed in Table 3-1. These projects are considered in the cumulative analyses in Section 4.1, *Transportation*.

Table 3-1 Cumulative Projects List

Project No.	Project Location[1]	Land Use	Description	Status
City of Santa Maria				
1	2415 North Railroad Avenue	Mixed Use/Other	14 residential units & 21,041 sq ft commercial space	Planning permit under review.
2	North Broadway at Preisker Lane	Commercial	108 room hotel and two drive-thru fast food restaurants totaling 8,300 sqft	Planning permits for Chick-Fil-A approved (PD2023-0005). Under Construction.
3	Roemer Court	Mixed Use/Other	Four story hotel	Planning permits approved. Building permits submitted.
4	Preisker Lane	Industrial	Rental facility, truck sales and service	Planning permits approved. Planning permit expiration on 4/17/2027.
5	Northeast corner of Donovan & Via Rubio	Residential	19 townhome units with underground parking	Planning permit under review
6	899 North Broadway	Commercial	3,588 sqft. drive-through carwash, point-of-sale canopy & vacuum enclosure	Planning permit under review.
7	300 block of West Main Street	Commercial	Phased Expansion (Phase 1 outdoor storage and property improvements, Phase 2 a new 6,7000 sqft truck repair facility)	Planning permits approved. Planning permit expiration on 9/18/2027.
8	123 West Fesler	Residential	Three-story, 24-unit apartment building. for senior occupancy	Planning permit approved. Planning permit expiration 8/07/2027. Grading permits submitted
9	200 West Mill Street	Residential	20-unit, three-story building	Planning permits under review
10	120 West Chapel Street	Residential	32-unit, three-story apartment building	Planning permit approved. Building permits submitted
11	309 East Mill Street	Residential	24-unit, 7,815 sq. ft. apartment building	Planning permits approved
12	108 West Main Street	Mixed Use/Other	Five story mixed-use building (1 floor commercial & 4 floors residential)	Planning permit under review
13	100 North Broadway	Residential	Six-story building. with 150 affordable apartments	Planning permit under review. Scheduled for City Council determination on 8/5/2025.
14	201 Town Center West	Residential	Re-purpose structure for 102 residential units	Planning permit approved. Under Construction
15	SEC Main Street and Broadway	Mixed-Use/Other	Five story mixed-use (1 floor commercial & 4 floors residential)	Planning permit approved. Building permits submitted

Project No.	Project Location[1]	Land Use	Description	Status
16	226 East Main Street	Commercial	Lower-level grocery store & multiple commercial tenants on upper level	Planning permit approved. Demo permit was issued. Building permits submitted
17	124 South College Drive	Residential	SB 35 project including 40 senior units and 79 family units	Planning permit approved
18	571 East Main Street	Residential	142 single-family senior residential homes	Planning permits approved. Grading permits issued. Building permits submitted
19	507 South Oakley Street	Mixed-Use/Other	Mixed-use project 22 apartments & 3 commercial spaces	Planning permit under review.
20	621 South Smith Street	Mixed-Use/Other	Mixed-use market and warehouse	Planning permit under review
21	North of Cook & East of McClelland Street	Mixed-Use/Other	Six story mixed-use bldg. to accommodate up to 114 residential apartment building	Planning permit approved
22	501 East Boone Street	Mixed-Use/Other	2,280 sq. ft. addition to market, and 2 new units	Under construction
23	1850 West Stowell Road	Industrial	173,270 sq. ft. cooler addition in 4 phases	Phase 1 (45,935 sq. ft.) is completed
24	1550 West Stowell Road	Industrial	60,000 sq. ft. box facility and outdoor storage yard	Under construction.
25	La Brea Ave	Industrial	40, 854 square-foot packaging warehouse	U2021-0002 completed. A2024-0001 under review
26	Northeast/c Blosser Rd & W Battles Road	Residential	338 "for rent" single-family residences with 329 ADUs as well as 832 apartments totaling 1,499 units	Planning permits approved. Building permits submitted
27	450-460 West Stowell Road	Residential	52 apartments in two three-story buildings (8 units are restricted affordable)	Planning permit under review
28	1314 South Broadway	Residential	52-unit senior apartment addition	Planning permit (A2023-0004) under review
29	502 East Barcellus Avenue	Residential	80-unit senior apartments	Planning permits approved. Planning permit expiration on 2/1/2026.
30	1767 and 1795 A Street	Industrial	Multi-phased 130,000 sq. featuring and AG cooler and box facility	Planning permit under review
31	South Blosser Road & West Battles Road	Mixed-Use/Other	126 multifamily units and 16,000 sqft. retail (including gas station)	Planning permits under review
32	1423 South Bradley Road	Commercial	Drive-thru coffee shop and carwash	Under construction.

Project No.	Project Location[1]	Land Use	Description	Status
33	957 East Battles Road	Commercial	New Hyundai dealership with a 14-bay service shop	Planning permit under review
34	1004 East Battles Road	Commercial	52,000 sq. ft. auto dealership	Under construction.
35	1650 Black Road	Industrial	4.3 mil sqft. greenhouse and 93,000 sqft. building	Planning permit under review
36	Southwest/c of Carmen Lane & South Blosser Road	Residential	86-unit apartment complex	Planning permits approved. Building permits submitted
37	Northeast/c of Walker Lane & Dan Blough Drive & Southeast/c of Blosser Road & Carmen Lane	Residential	443 apartment units	Planning permits approved. Building permits issued.
38	West Betteravia Rd at SMVRR	Commercial	291,278 sqft. of retail/office	Development Agreement and Master Tract Map recorded
39	805 West Betteravia Rd	Commercial	Fueling & EV charging station, carwash, & drive-through restaurant	Planning permits approved. Building permits issued
40	1925 South Broadway	Commercial	Drive-thru carwash with on-site office and storage	Under construction.
41	Lot 8 Enos Ranch	Commercial	16,300 sqft carwash with café/wait room & drive through café	Planning Permits Approved. Planning Permit expiration 6/4/2028
42	1500 West Betteravia Road	Commercial	4,420 sqft. market/deli	Planning permit under review
43	South of Betteravia & West of A Street	Industrial	Divide 1 lot into 18 lots & build 16 building pads and 1 basin	Planning permit under review
44	1291 West McCoy Lane	Industrial	36,400 sq. ft. manufacturing, warehouse and office building	Planning permit approved. Planning permit expiration 6/21/2026
45	1202 West Betteravia	Commercial	1,300 sqft. drive-thru only	Under construction
46	2811 Airpark Drive	Industrial	51,200 sqft. of office in 2 buildings	One 25,600 sq. ft. building constructed. Second building pending.
47	2770 Industrial Parkway	Industrial	Industrial Complex with 3 buildings and outdoor storage (Five phases)	Planning permit under review
48	2660 Santa Maria Way	Residential	358 senior, affordable & market rate units	Phase 1 is completed. Planning permit (PD2023-0004) under review for Phase 2
49	Southeast /c Santa Maria Way & South Miller Street	Mixed-Use/Other	140 apt units, clubhouse and 5,435 sq. ft. multi-tenant commercia	Planning permits approved. Building permits submitted

Project No.	Project Location[1]	Land Use	Description	Status
50	3170 Santa Maria Way	Residential	49 single family homes in 50 parcels	Planning permits expiration 1/17/2026. Grading permits 52 submitted.
51	3335 Corsair Circle	Commercial	Air Museum with two aircraft hangars (56,635 sq.ft. & 12,801 sq.ft.)	Planning permit approved. Building Permits submitted
52	Northwest of Union Valley Parkway & Hwy 135	Commercial	Specific Plan for future Light Industrial and Commercial Land Use	Planning permit under review
53	3335 Corsair Circle	Industrial	Mini warehouse facility	Planning permits approved. Planning permit expiration 1/17/2027.
54	Orcutt Expressway & Union Valley Parkway	Mixed-Use/Other	Annexation of 43.75 acres	LAFCO application under review

Sqft = square feet

Source: City of Santa Maria. 2025. Current Development Activity. Available: https://www.cityofsantamaria.org/home/showpublisheddocument/32720/638905988763770000. Accessed September 2025.

4 Environmental Impact Analysis

This section discusses the possible environmental effects of the Stowell Road Package Delivery Warehouse Project for Transportation as this topic was identified through the Initial Study and scoping process as having the potential to experience significant effects. A "significant effect" as defined by the *CEQA Guidelines* §15382:

> means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The assessment of Transportation begins with a discussion of the environmental setting (existing conditions) and regulatory setting, which is followed by the impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds," which are those criteria adopted by the City and other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other planned and pending developments in the area listed in Chapter 3, *Environmental Setting*.

The Introduction of this EIR summarizes all impacts and mitigation measures that apply to the proposed project.

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4.1 Transportation

This section analyzes impacts related to transportation. The analysis is based on the Transportation Impact Study prepared by NV5 Engineers & Consultants and dated May 28, 2025. The Transportation Impact Study, contained in its entirety in Appendix C to this EIR, evaluates traffic conditions under existing, existing plus project, future (Year 2040), and future plus project scenarios. It incorporates projected traffic volumes generated by the proposed project and includes a Vehicle Miles Traveled (VMT) analysis (Appendix D). Impacts associated with CEQA checklist items 3 and 4 were determined to be less than significant or have no impact in the Initial Study prepared for the proposed project (Appendix A). No further analysis is warranted, and these topics will not be discussed further in this section.

4.1.1 Setting

This section describes the existing roadway, transit, bicycle, and pedestrian components of the Santa Maria transportation system.

4.1.1.1 Roadway and Transit System

The network of roadways in and around Santa Maria consists of highways, arterials, collectors and local streets. Figure 4.1-1 presents the current General Plan Circulation Diagram and the roadway classifications in the city. Public transit in Santa Maria is provided by the Santa Maria Regional Transit (SMRT). SMRT operates local bus services to Santa Maria, the unincorporated communities of Orcutt and Tanglewood, and regional services to New Cuyama, Lompoc, Vandenberg Space Force Base, Los Alamos, Buellton, Solvang, Santa Ynez, Guadalupe, and the Chumash Reservation. In addition, SMRT offers curb-to-curb transportation services for people with disabilities who are unable to use the fixed-route buses. The nearest bus stop to the project site is Morrison at Thornburg, approximately 2.2 miles east. Bus Route 4, which runs through Morrison at Thornburg, does not travel toward the project site.

Highways

U.S. 101 is a divided six-lane freeway running north to south through the city. It provides a connection to the neighboring cities of Orcutt and Nipomo. The nearest U.S. 101 interchange to the project site is with East Stowell Road approximately 2.8 miles east from the project site. The speed limit is generally set at 65 miles per hour (mph) within the city.

SR 135 functions as a western bypass of U.S. 101 and travels through the heart of Santa Maria. Within the city, SR 135 is signed as Broadway and serves as the Business Route for U.S. 101. SR 135 intersects with SR 166 at Main Street and rejoins U.S. 101 near the Santa Maria River. SR 135 provides local access through commercial and residential areas and is part of the National Highway System. The nearest SR 135 interchange to the project site is with West Stowell Road approximately 1.7 miles west from the project site. The speed limit is generally set at 35-40 miles per hour (mph) within the city.

SR 166 is an east-west highway that begins at SR 1 in Guadalupe and travels through Santa Maria before continuing eastward toward the southern San Joaquin Valley. Within Santa Maria, SR 166 is known as Main Street and intersects both SR 135 and U.S. 101. SR 166 briefly overlaps with U.S. 101 before crossing the Santa Maria River. SR 166 is a vital corridor for agricultural goods movement and rural connectivity. The nearest SR 166 interchange to the project site is with Hanson Way

approximately 1.1 miles northeast from the project site. The speed limit is generally set at 35 miles per hour (mph) within the city, but does increase to 45 mph east of Suey Road.

Local Roadway Network

The proposed project would be located within a developed area of Santa Maria served by a network of roadways that facilitate regional and local access. West Stowell Road is a key east-west roadway adjacent to the northern boundary of the project site, providing direct access to U.S. 101 approximately 2.8 miles west via the East Stowell Road interchange. This connection supports regional mobility to and from the site. South Blosser Road, located just west of the project site, is a north-south roadway that connects to other major corridors such as Betteravia Road and SR 166 (Main Street), facilitating access to central Santa Maria and surrounding areas.

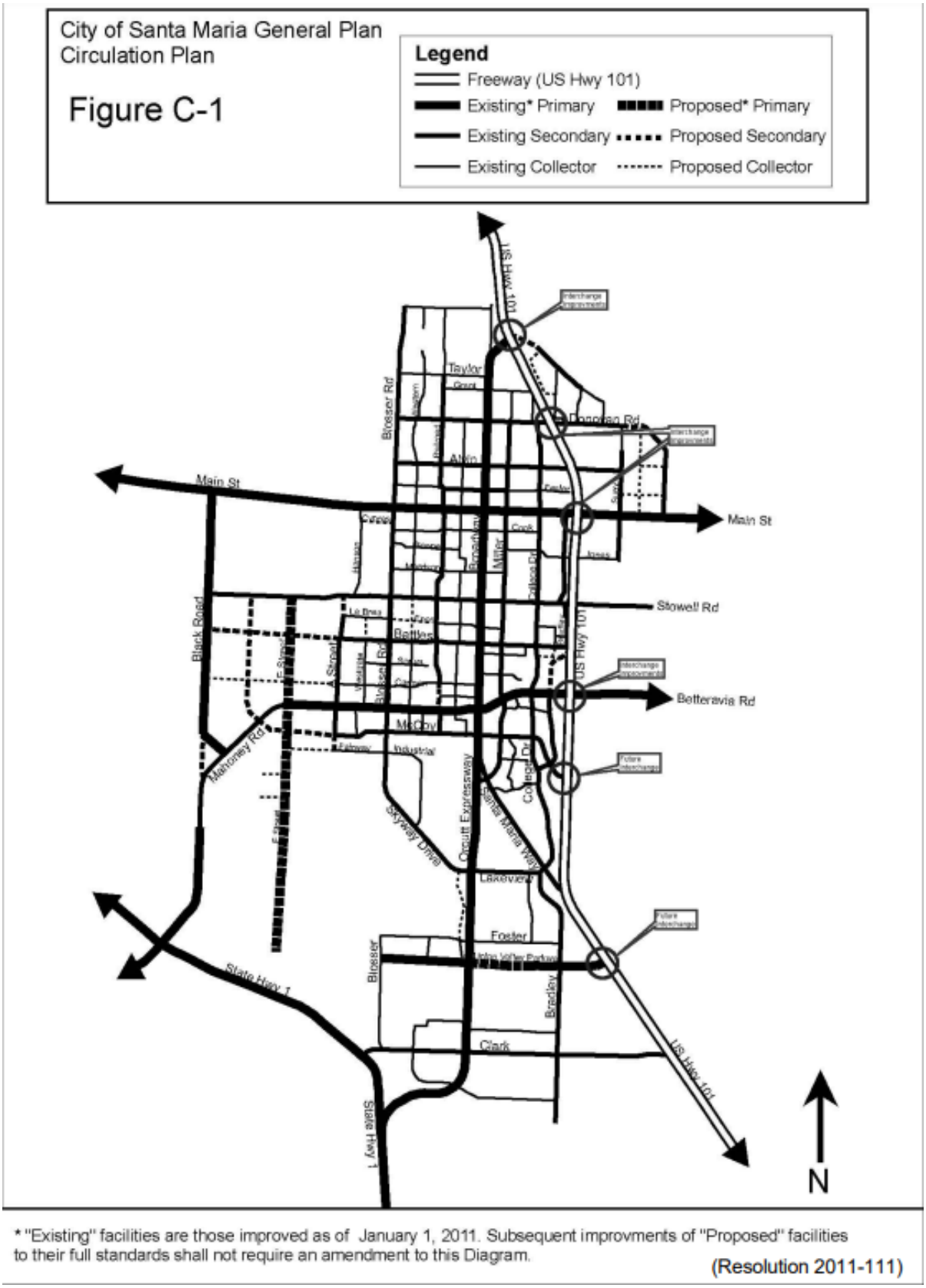
In the broader vicinity, SR 135 (Broadway) and SR 166 (Main Street) are significant regional routes. SR 135 runs north-south through the city and intersects with SR 166 near downtown Santa Maria, offering additional connectivity to U.S. 101 and adjacent communities. SR 166 provides an east-west corridor through Santa Maria and is a key route for regional goods movement and access to rural areas to the east. Local streets surrounding the project site primarily serve residential and commercial properties and support short-distance travel and site access. Broadway and Main Streets also serve as the dividing lines for the directional designations of the city's local streets.

Bicycle and Pedestrian Facilities

The City of Santa Maria maintains a growing network of bicycle and pedestrian facilities designed to support safe, accessible, and sustainable transportation. The bikeway system includes Class I off-street paths, Class II on-street bike lanes, and Class III bike routes, many of which connect residential neighborhoods to schools, parks, shopping centers, and employment hubs. Recent improvements feature separated bike paths painted green or lined with reflective beads to enhance visibility and safety. Sidewalks are present along most roadways, and pedestrian crossings are generally provided at intersections. Between 2024 and 2025, the City of Santa Maria has implemented pedestrian safety and accessibility upgrades including along Stowell Road adding high-visibility crosswalks, ADA-compliant curb ramps, new sidewalks, and improved bus stop infrastructure.[1] The City continues to expand its Active Transportation Plan and Bikeway Master Plan to improve connectivity, reduce automobile dependence, and promote healthier, carbon-neutral travel options.

[1] Santa Maria Times. 2025. Santa Maria pedestrian safety, accessibility improvements nearing completion. Available: https://santamariatimes.com/news/local/santa-maria-pedestrian-safety-accessibility-improvements-nearing-completion/article_970a7a3a-cee9-11ef-a4ee-b30363bf5fc5.html. Accessed September 2025.

Figure 4.1-1 Circulation Plan



4.1.2 Regulatory Setting

Federal Regulations

The U.S. Department of Transportation (USDOT) administers various grant programs that support the development and improvement of transportation infrastructure, including highways and public transit systems. These grants are typically managed through state and regional agencies. Projects in Santa Maria that receive federal funding may be subject to the requirements of the National Environmental Policy Act (NEPA) through delegation to Caltrans. The Federal Highway Administration (FHWA), a division of USDOT, establishes design and safety standards for federally funded roadways, including those that connect Santa Maria to the regional highway network. Additionally, the Federal Railroad Administration (FRA) regulates rail safety standards, such as train speed limits and highway-rail crossing protocols, which may apply to freight rail operations in the region.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) provides comprehensive civil rights protections to individuals with disabilities, ensuring equal access to public programs, services, and facilities. Under Title II of the ADA, the City of Santa Maria is required to make its programs and services accessible to individuals with disabilities, except where doing so would result in undue financial or administrative burdens.

State Regulations

State Senate Bill 743

SB 743 (2013) changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact. As specified in PRC Section 21099(b)(2), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment pursuant to CEQA.

Under SB 743, the Governor's Land Use and Climate Innovation (LCI; formerly known as the Office of Planning and Research) established VMT as the preferred metric for measuring transportation impacts of most projects in place of vehicle level of service (LOS) or related measures of congestion as the primary metric. The use of VMT for determining significance of transportation impacts has become commonplace since the certification of this provision and the release of OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018 and, beginning July 1, 2020, is the required metric statewide.

For land use projects, SB 743 provides opportunities to streamline transportation analysis under CEQA for qualifying urban infill development near major transit stops in metropolitan regions statewide, as described in more detail in Section 1.6.1. Additionally, the legislation establishes that aesthetic and parking impacts of these projects are not considered significant impacts on the environment.

California Department of Transportation

The California Department of Transportation (Caltrans) oversees the planning, design, and construction of improvements to the state highway system, including SR 135 and SR 166, and its interchanges within the City of Santa Maria. Caltrans also supports the California Transportation

Commission (CTC) in administering state transportation funding programs, such as the State Transportation Improvement Program (STIP), which prioritizes long-range capital projects.

Caltrans reviews traffic impacts on state facilities using its *Guide for the Preparation of Traffic Impact Studies* (2001), which outlines expectations for evaluating level of service (LOS) and other performance measures. While Caltrans aims to maintain LOS at the transition between LOS C and D, it recognizes that this may not always be feasible and encourages consultation with lead agencies to determine appropriate thresholds.

In addition, Caltrans prepares long-range planning documents such as Transportation Concept Reports (TCRs) and Corridor System Management Plans (CSMPs), which establish target LOS and identify deficiencies along state routes. For SR 166, the most recent TCR identifies LOS B as the concept LOS for the corridor through the City of Santa Maria.

State CEQA Guidelines Section 15064.3

Originating from SB 743, Section 15064.3 of the State CEQA Guidelines establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, shifting away from the level of service analysis that evaluated a project's impacts on traffic conditions on nearby roadways and intersections. The primary components of new section 15064.3 include:

- Identifies VMT (amount and distance of automobile traffic attributable to a project) as the most appropriate measure of transportation impacts;
- Declares that a project's effect on automobile delay shall not constitute a significant environmental impact except for projects increasing roadway capacity;
- Creates a rebuttable presumption of no significant transportation impacts for (a) land use projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor, (b) land use projects that reduce VMT below existing conditions, and (c) transportation projects that reduce or have no impact on VMT;
- Allows a lead agency to qualitatively evaluate VMT if existing models are not available; and
- Gives lead agencies discretion to select a methodology to evaluate a project's VMT but requires lead agencies to document that methodology in the environmental document prepared for the project.

In December 2018, OPR issued a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018). The technical advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The technical advisory suggests a significance threshold for VMT that is based on state mandated GHG emission reduction targets. The technical advisory recommends a quantitative per capita or per employee VMT that is 15 percent below that of existing development as a possible threshold of significance that would comply with the state's long-term climate goals.

Regional and Local Regulations

Santa Barbara County Association of Governments (SBCAG)

The Santa Barbara County Association of Governments (SBCAG) serves as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for Santa Barbara County, including the City of Santa Maria. SBCAG is responsible for developing and maintaining the Regional Transportation Plan (RTP), which outlines long-term investments in transit, highways, roadways, rail,

bicycle, and pedestrian infrastructure across the region. The RTP includes a Sustainable Communities Strategy (SCS), as required by SB 375, which integrates land use and transportation planning to reduce greenhouse gas emissions from passenger vehicles.

SBCAG also allocates federal, state, and local transportation funds. SBCAG administers programs that promote ridesharing, public transit, biking, walking, and telecommuting, and works directly with employers to support alternative commuting options.

Local Regulations

Santa Maria Active Transportation Plan

The Santa Maria Active Transportation Plan (ATP) is a citywide initiative adopted in January 2021 to improve walking and biking infrastructure and promote safer, more sustainable travel options. Developed with support from the California Sustainable Transportation Planning Grant Program, the plan outlines strategies to create a connected network of pedestrian and bicycle facilities that serve residents of all ages and abilities.

The ATP focuses on enhancing safety, accessibility, and equity, particularly in underserved neighborhoods and around schools. It identifies priority corridors and intersections for improvements, such as new sidewalks, bike lanes, crosswalks, and traffic calming measures. The plan also includes design toolkits and implementation guidelines to help the city integrate active transportation into future development and infrastructure projects.

Local Design Standards

The City of Santa Maria's Public Works Department has publicly accessible specifications and design standards for drainage, roadway construction, street lighting, and sewer/sanitation. The Roads section contains details most relevant to the development of the Active Transportation Plan, including construction details for roadways, curb ramps, detectable warning surfaces, and sidewalk details.

2009 Bikeway Master Plan

The 2009 Santa Maria Bikeway Master Plan has served as a blueprint for bicycle transportation and recreation in the City of Santa Maria. When it was developed, the plan provided an updated system of bike lanes, bike routes, and bike paths. It also identified necessary support facilities such as bicycle parking and recommended a variety of programs to allow for safe, efficient, and convenient bicycle travel within Santa Maria and to regional destinations. The recommended bikeway network for Santa Maria included several Class III neighborhood bike routes that school-bound children may use. Furthermore, the recommendation to develop a Safe Routes to School Program was included to gain support from parents, administrators, and teachers.

Santa Maria General Plan Update

The Santa Maria General Plan Update includes an update to the Circulation Element. The Circulation Element outlines the city's long-term transportation strategy as part of its General Plan. It addresses current infrastructure, regulatory requirements, and future mobility goals. The general plan update identifies challenges such as congestion, pavement deterioration, limited walkability, and declining airport use, while highlighting opportunities through existing plans like the Active Transportation Plan and Safer Streets initiative. It sets forth eight policy goals, including designing complete streets for all users, aligning transportation with land use, securing equitable funding, ensuring land use

compatibility, improving safety, enhancing public transit, reducing vehicle miles traveled (VMT), and managing parking efficiently. These goals aim to create a safer, more sustainable, and inclusive transportation network that supports Santa Maria's growth and environmental objectives. The City of Santa Maria is expected to adopt this General Plan Update in early 2026.

City of Santa Maria VMT Thresholds of Significance

CEQA Guidelines Section 15064.3(b) indicates that land use projects would have a significant impact if the project resulted in VMT exceeding an applicable threshold of significance. In accordance with guidance from the California Office of Planning and Research (OPR), the City of Santa Maria has adopted the following thresholds of significance for VMT analysis:

- Residential: 15 percent below existing average VMT per capita for the city
- Employment – Office: 15 percent below existing regional average VMT per employee
- Retail: Net increase in total regional VMT

In addition, the City of Santa Maria has developed screening criteria to help applicants determine whether a detailed VMT analysis is required. Projects that meet these criteria may be exempt from full VMT assessment.

4.1.3 Impact Analysis

Methodology and Significance Thresholds

Methodology

The transportation analysis supporting this EIR is derived from two technical studies prepared by NV5 Engineers & Consultants, a Traffic Impact Study dated May 2025, and a Vehicle Miles Traveled (VMT) Analysis dated July 2025. These documents assess the project's potential impacts on intersection operations, roadway segments, and regional VMT, and are provided as Appendices C and D, respectively.

Significance Thresholds

According to the adopted Appendix G of the State *CEQA Guidelines*, impacts related to transportation and circulation from the proposed project would be significant if the project would:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);

Impacts associated with CEQA checklist items 3, and 4 were determined to be less than significant or no impact in the Initial Study prepared for the proposed project, included with this EIR as Appendix A. Therefore, no further analysis is warranted, and these topics will not be discussed further in this section.

Section 15064.3 of State CEQA Guidelines, referenced in significance threshold 3 above, pertains to VMT. The City of Santa Maria adopted VMT thresholds for specific land use types. The adopted VMT thresholds for each land use are presented in Table 4.1-1.

Table 4.1-1 City of Santa Maria VMT Thresholds of Significance

Land Use	VMT Threshold	Precedent
Residential	15% below existing average VMT per capita for Santa Barbara Countywide Baseline Average	Governor's Office of Planning and Research (OPR)
Employment - Office	15 % below existing countywide baseline average employee per employee	OPR
Retail	Net increase in total regional VMT	OPR

Source: City of Santa Maria

Threshold 1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact TRA-1 THE PROJECT HAS THE POTENTIAL TO CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The proposed project has been reviewed by the City of Santa Maria and is consistent with the applicable zoning and land use designations under the West Stowell Specific Plan. The proposed project would include internal pedestrian access, ADA-compliant features, and bicycle racks, which support multimodal access. While the project site is not directly adjacent to existing transit stops or bicycle lanes, it is located near transit corridors and does not propose any changes that would interfere with existing or planned infrastructure.

The proposed project would align with several goals of the Santa Maria General Plan Draft Circulation Element, including improving safety, supporting complete streets, and aligning transportation with land use. The inclusion of electric vehicle charging infrastructure and internal circulation design also supports sustainability and operational efficiency. Additionally, the proposed project does not propose changes to the public roadway network that would conflict with adopted plans. The Traffic Impact Study confirms that the project's access and circulation design has been reviewed by the city and is consistent with applicable standards. Therefore, the proposed project does not conflict with the City's Draft Circulation Element or other relevant transportation-related plans and policies.

The nearest bus stop to the project site is Morrison at Thornburg, approximately 2.2 miles east. Although the proposed project does not include transit-oriented design features or direct access to transit stops, the proposed project would not interfere with existing transit routes or infrastructure. Similarly, no bicycle facilities currently exist along West Stowell Road or adjacent side streets, and the proposed project would not remove or obstruct any existing or planned bicycle infrastructure. Street improvements on Stowell Road in front of the project site would include pedestrian access from the public right-of-way and paved shoulders to provide safer bicycle access to the site. To strengthen connections to transit, it is essential to complete the missing sidewalk segments along Stowell Road east of the project site. The project's inclusion of on-site bike racks and pedestrian access would also contribute positively to local bicycle and pedestrian infrastructure.

The proposed project would include internal pedestrian circulation features such as striped walkways, accessible parking stalls, and safety barriers. Although sidewalks are not currently present immediately adjacent to the project site, the nearest pedestrian infrastructure is located approximately 0.25 miles east at the Santa Maria Truck Center. Therefore, the proposed project would not conflict with pedestrian circulation policies. Notably, between 2024 and 2025, the City of Santa Maria implemented pedestrian safety and accessibility upgrades along Stowell Road, including

high-visibility crosswalks, ADA-compliant curb ramps, new sidewalks, and improved bus stop infrastructure. These improvements enhance connectivity and safety in the area, and the proposed project would not interfere with them. Overall, while the proposed project would offer limited support for active transportation and would not actively advance multimodal goals, the proposed project would remain consistent with applicable circulation-related programs, plans, ordinances, and policies. Therefore, impacts would be considered less than significant.

Threshold 2:	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact TRA-2 THE PROPOSED PROJECT WOULD GENERATE APPROXIMATELY 55.08 VMT PER EMPLOYEE PER DAY, WHICH EXCEEDS THE CITY OF SANTA MARIA'S SIGNIFICANCE THRESHOLD OF 18.82 VMT PER EMPLOYEE (TWO-WAY TRIP) BY APPROXIMATELY 237%. AS A RESULT, THE IMPACT WOULD BE CONSIDERED SIGNIFICANT UNDER CEQA GUIDELINES SECTION 15064.3(B). EVEN WITH IMPLEMENTATION OF IDENTIFIED MITIGATION MEASURES, IMPACTS ARE SIGNIFICANT AND UNAVOIDABLE.

While the proposed project is generally consistent with local circulation-related plans and policies, the project would generate approximately 55.08 VMT per employee per day, which exceeds the City of Santa Maria's adopted threshold of 18.82 VMT per employee (two-way trip) by approximately 237 percent.

VMT associated with the proposed project can be divided into two components: employee commute trips and delivery operations. Employee commute VMT is relatively low at an estimated 13.20 miles per person per day due to the anticipated proximity of the workforce. However, delivery operations, which include dispatches by vans and Flex vehicles, account for the majority of the project's VMT and are essential to the facility's function. The proposed project would include several TDM measures to reduce employee commuting VMT. These include implementation of a voluntary employer commute program (TR-1), carpool and vanpool incentives, transit subsidies, bike and pedestrian infrastructure, flexible work hours, and on-site amenities (TR-2). While these measures would help reduce VMT, their effectiveness is limited due to operational constraints such as shift timing, workforce distribution, and the nature of delivery logistics. For example, even if 20 percent of employees carpooled, the overall VMT reduction would be only 0.46 miles per capita. These measures are largely dependent on a regional planning context and existing infrastructure availability and may not be fully controllable or implementable at the individual project level. Fleet and operational measures (TR-3), such as transitioning to zero-emission delivery vehicles, implementing idle reduction policies, and optimizing delivery routing, may offer long-term VMT and emissions benefits. However, these strategies are dependent on tenant operations and fleet procurement timelines and are not feasible for immediate implementation at the project level.

Although the VMT Analysis (Appendix D) concluded that no feasible mitigation measures are available to reduce VMT without affecting the delivery station's operational functionality, Caltrans reviewed the proposed project and recommended that innovative mitigation strategies be considered. These include implementing a Commute Trip Reduction (CTR) program, employer-sponsored vanpools, transit subsidies, bike amenities, and coordination with SBCAG's SmartRide program. Caltrans also suggested evaluating the feasibility of a transit stop near the site, improving first/last mile connectivity, contributing to multimodal improvements identified in the SR 166 Corridor Study, and exploring participation in a VMT mitigation impact fee program. The proposed project will incorporate Caltrans recommended strategies to reduce VMT where possible, particularly those targeting employee commute trips.

Mitigation Measures

TR-1 Travel Demand Management

The project applicant shall implement at least one of the measures described below:

- **Voluntary Employer Commute Program**: The project applicant shall encourage alternative modes of transportation through a program that may include elements such as: a carpool or vanpool program, subsidized or discounted transit passes, bike amenities, commute trip-reduction marketing, and preferential parking permit program.
- **Employer Carpool Program:** The project applicant shall encourage carpooling by providing ride matching assistance to employees, providing priority parking for carshare vehicles, and providing incentives for carpooling.

The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.

TR-2 Project-Level Transportation Demand Management (TDM) Strategies

- **Carpool/Vanpool Incentives:** Provide priority parking, subsidies, or guaranteed ride home programs.
- **Transit Subsidies:** Offer free or discounted transit passes to employees.
- **Pedestrian Infrastructure:** Complete sidewalk gap on Stowell Road to the east of the site or contribute to fair share cost for construction at appropriate time.
- **Bike Infrastructure**: Install secure bike parking, showers, and lockers to encourage cycling.
- **Flexible Work Hours:** Reduce peak-hour congestion and VMT by staggering shifts.
- **On-Site Amenities:** Cafeterias, childcare, and banking reduce off-site trips.
- **Ride-Sharing Programs:** Partner with services like Uber/Lyft for shared rides.
- **Telematics and Routing Optimization:** Use software to reduce delivery trip lengths and improve efficiency.

The applicant shall provide to the City documentation that at least four of the above measures are implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.

TR-3 Fleet and Operational Measures

- **Zero-Emission Delivery Vehicles:** Transition to electric or hydrogen-powered trucks.
- **Idle Reduction Policies:** Enforce limits on truck idling.
- **Off-Peak Delivery Scheduling:** Reduce congestion and trip times.
- **Local Sourcing and Distribution Hubs:** Minimize long-haul trips by decentralizing distribution.

The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.

Significance After Mitigation

While the proposed project would include mitigation measures TR-1 through TR-3 which are aimed at reducing VMT including employer commute programs, transit subsidies, bike infrastructure, and fleet electrification, these measures would not fully reduce the project's VMT impacts below the

applicable threshold. Therefore, the impact would remain significant and unavoidable after mitigation.

4.1.4 Cumulative Impacts

The cumulative impacts assessment area for transportation is the region of Santa Barbara County, with a focus on the City of Santa Maria, since the proposed project is regional in nature and could potentially affect much of the City. In addition, VMT is evaluated within this EIR using countywide thresholds, making the City the appropriate geographic extent for cumulative VMT analysis. Increased vehicle use associated with the proposed project could result in increased VMT in the City, depending on the origin and destination of trips. Because reasonably foreseeable future projects would also increase VMT, cumulative impacts would be potentially significant. Even with implementation of the proposed mitigation, VMT from the proposed project would remain above existing regional averages. Therefore, the proposed project would continue to have a cumulatively considerable contribution to cumulative VMT impacts.

The proposed project would be located within an urbanized area served by SMRT and other regional transit providers. While the proposed project would generate new employment and associated travel demand, it is not expected to result in a cumulatively considerable impact on transit services. The Initial Study determined that the proposed project would not conflict with any adopted transit plans or policies. Therefore, cumulative impacts to transit would be less than significant. The proposed project would generate VMT through employee commutes, delivery van dispatches, and private carrier trips. The proposed project includes infrastructure to support alternative transportation modes, such as bike lanes, bike racks, and sidewalks, which would help to reduce reliance on single-occupancy vehicles. Based on the VMT analysis included in the EIR, the proposed project would exceed SBCAG's countywide VMT thresholds for employment uses. Although mitigation measures are proposed, the project's VMT would remain above existing regional averages. Because reasonably foreseeable future projects in the City and County would also increase VMT, the cumulative VMT impact would be significant and unavoidable.

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5 Other CEQA Required Discussions

This section discusses growth-inducing impacts, irreversible environmental impacts, and energy impacts that would be caused by the proposed project.

5.1 Growth Inducement

Section 15126(d) of the CEQA Guidelines requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population Growth

As discussed in Section 14, *Population and Housing*, of the Initial Study (Appendix A), the proposed project would not directly generate population growth because it does not include residential uses and the jobs created during construction and operation are likely to be filled by the existing local workforce. The operational phase would add about 588 jobs, a 1.41 percent increase in Santa Maria's employment base, which is not considered substantial. As of August 2025, the unemployment rate in the Santa Maria–Santa Barbara Metropolitan Statistical Area stands at 4.7 percent, reflecting a relatively healthy and stable employment environment.[1] Given this low unemployment rate and the modest increase in jobs, the proposed project is not anticipated to significantly alter the overall employment dynamics of the region. The proposed project also does not involve extending infrastructure into undeveloped areas, so the proposed project would not indirectly induce growth. Additionally, since the project site is currently undeveloped, no people or housing would be displaced.

Moreover, as discussed in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, of the Initial Study, development and operation of the project would not generate air quality or GHG emissions that would result in a significant impact. Additionally, the proposed project involves development within an urbanized area that lacks significant scenic resources (Section 1, Aesthetics), native biological habitats (Section 4, Biological Resources), known cultural resource remains (Section 5, Cultural Resources), surface water (Section 10, Hydrology and Water Quality), or other environmental resources. Therefore, population growth potentially associated with the project is not likely to result in significant long-term physical environmental effects.

5.1.2 Economic Growth

The proposed project would generate temporary employment opportunities during construction. Because construction workers would be expected to be drawn from the existing regional work force, construction of the project would not be growth-inducing from a temporary employment standpoint. However, the proposed project would also add long-term employment opportunities associated with operation of the package delivery warehouse

[1] Employment Development Department. 2025. LMI for Santa Maria-Santa Barbara MSA, California. Available: https://labormarketinfo.edd.ca.gov/geography/msa/santa-maria-santa-barbara.html. Accessed September 2025.

The City of Santa Maria currently has the largest population of the incorporated jurisdictions within Santa Barbara County and is forecast over the 2017-2050 period to have the largest population increase in the county with 34,600 persons, or a total increase in population of 32 percent. SBCAG forecasts that 10,930 jobs will be added in Santa Maria between 2017 and 2050.[2] The 588 jobs anticipated by the proposed project would be approximately 5.4 percent of job growth between 2017 and 2050 and, therefore, would be well within employment forecasts.

The proposed project would serve as a hub for regional distribution activities that already occurs within and throughout the City of Santa Maria. The proposed project has the potential to reduce distributed impacts on local roads and highways, however, it is not expected to induce substantial new economic expansion that would result in direct physical environmental effects. Moreover, the environmental effects associated with any future development in or around Santa Maria would be addressed as part of the CEQA environmental review for such development projects.

5.1.3 Removal of Obstacles to Growth

The proposed project is located within an urbanized area of the City of Santa Maria that is served by existing infrastructure and surrounded by agricultural, industrial, and commercial uses. As discussed in Section 19, *Utilities and Service Systems*, of the Initial Study, existing infrastructure including water, wastewater, and stormwater systems would be adequate to serve the project. Minor upgrades, such as the planned upsizing of a sewer main from 30 inches to 48 inches not serving the project but running through the project site, would be implemented during project construction to accommodate future city-wide sewer demand and avoid disruption to future operations. Other minor improvements would be sized specifically for the proposed facility and would not require the extension of infrastructure into undeveloped areas. The project is consistent with the General Plan's land use designation for the site and would not generate growth beyond that anticipated in the General Plan and for which wastewater facilities have been planned.

The proposed project would not require the construction of new public roads. Site access would be provided via three unsignalized driveways along West Stowell Road, and internal improvements would include parking lot striping, travel lanes, sidewalks, and street lighting. These improvements are designed to accommodate expected traffic volumes and site access needs without significantly altering existing circulation patterns.

The project is consistent with the City's General Plan. Specifically, the West Stowell Specific Plan designates the project site and surrounding area for Heavy Commercial Manufacturing (HCM) uses. The proposed project would include approximately 244,418 square feet of industrial space, consisting of a 169,104 square-foot main distribution warehouse, supporting office and training areas, and accessory structures such as a fleet service center and loading awnings. Future uses at the project site would include package delivery, distribution, vehicle maintenance, and associated office operations, consistent with the intended land use designation. The proposed project constitutes infill development of a vacant but previously cultivated site within a designated industrial zone and does not require the extension of infrastructure into previously undeveloped areas; therefore, its implementation is consistent with City of Santa Maria planning. The project is consistent with the West Stowell Specific Plan and the City's General Plan and would not induce substantial unplanned growth or conflict with adopted land use policies.

[2] Santa Barabra County Association of Governments. 2019. Regional Growth Forecast 2050 Santa Barabara County. Available: https://www.sbcag.org/wp-content/uploads/2023/08/regional_growth_forecast_2050.pdf. Accessed September 2025.

5.2 Irreversible Environmental Effects

The CEQA Guidelines require that EIRs contain a discussion of significant irreversible environmental changes. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed project.

The proposed project involves infill development on a currently vacant but previously cultivated site within the urbanized limits of the City of Santa Maria. Construction and operation of the proposed project would involve an irreversible commitment of construction materials and non-renewable energy resources. The project would utilize building materials and energy including concrete, steel, and petroleum-based products to construct approximately 244,418 square feet of total building area, including a main distribution warehouse, loading awnings, fleet service center, and accessory structures. Consumption of these resources is typical of industrial development and is not unique to the proposed project.

The proposed project would also irreversibly increase local demand for non-renewable energy resources such as electricity and petroleum products. However, the proposed project incorporates several sustainability features that would offset this demand, including solar roof arrays with a design capacity of 750 kilowatts (DC), a battery energy storage system rated at 650 kilowatts (DC), and the installation of 14 electric vehicle chargers, exceeding minimum requirements. As discussed in Chapter 2, *Project Description*, the proposed project would be designed to meet or exceed California Green Building Standards (CALGreen) and Title 24 Energy Code requirements, which promote energy efficiency, water conservation, and reduced greenhouse gas emissions. The facility would be all-electric, with no natural gas infrastructure, and would include drought-tolerant landscaping and water-efficient irrigation systems. Consequently, the proposed project would not use unusual amounts of energy or construction materials.

Additional vehicle trips associated with the proposed project including delivery vans, line-haul trucks, and employee vehicles would increase local traffic and regional air pollutants and greenhouse gas emissions. However, as discussed in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, of the Initial Study (Appendix A), development and operation of the proposed project would not generate emissions that would result in a significant impact. The proposed project would also conform to law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. However, as discussed in Section 15, *Public Services*, and Section 19, *Utilities and Service Systems*, of the Initial Study, impacts to these service systems would be less than significant.

CEQA requires decision makers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. The analysis contained in this EIR concludes that the proposed project would result in a significant and unavoidable impact on transportation and traffic (Section 4.1 *Transportation)*. The VMT Analysis concludes that no feasible mitigation measures are available to reduce VMT without compromising the operational functionality of the proposed project. Although the proposed project would implement mitigation, as discussed in Section 4.1 *Transportation*, impacts would remain significant and unavoidable.

5.3 Energy Effects

Public Resources Code Section 21100(b)(2) and Appendix F of the CEQA Guidelines require that EIRs include a discussion of the potential energy consumption and/or conservation impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful or unnecessary consumption of energy.

The proposed project would involve the use of energy during both the construction and operational phases. Energy use during construction would primarily consist of fuel consumption (e.g., diesel and gasoline) to operate heavy equipment, haul trucks, light-duty vehicles, and other machinery. Temporary electricity may also be supplied to construction trailers or electric-powered equipment as needed. Construction equipment would utilize Tier 4 or higher engines, which would improve fuel efficiency and reduce emissions per mitigation measure AQ-1.

Long-term operation of the proposed project would require permanent grid connections for electricity to power internal and external lighting, HVAC systems, electric vehicle chargers, and other building systems. The facility would be all-electric and would not include natural gas infrastructure. Electricity services would be provided by Pacific Gas & Electric and telecommunications would be provided by Frontier and Comcast. No natural gas service would be installed.

California used approximately 303,907 gigawatt-hours (GWh) of electricity in 2024.[3] While the proposed project would contribute incrementally to regional energy demand, it would incorporate several design features to reduce energy consumption and improve efficiency. These include solar roof arrays with a design capacity of 750 kilowatts (DC), a battery energy storage system rated at 650 kilowatts (DC), and the installation of 15 electric vehicle chargers, exceeding minimum requirements. The proposed project would also include 202 EV-capable delivery van stalls.

The proposed project would comply with the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and the California Green Building Standards Code (Title 24, Part 11), which require energy-efficient building design, solar readiness, and water conservation measures. These standards, commonly referred to as *Title 24*, promote reduced energy consumption and greenhouse gas emissions in new nonresidential buildings. As a result, the proposed project would not use unusual amounts of energy or construction materials. Energy use associated with the proposed project is typical of industrial development and is not unique to the proposed project.

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. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. Complete CalEEMod results and assumptions can be viewed in Attachment 2 of the Initial Study (Appendix A of this EIR). As discussed previously, the proposed project would also be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings)* and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides

[3] California Energy Commission. 2024. 2024 Total System Electric Generation. Available: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation. Accessed September 2025.

energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The Code applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances. The Code provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including: appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls and ceilings. The Code emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures. In addition, the California Green Building Standards Code sets targets for: energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels.

In response to Title 24 requirements, the project includes sustainability features, including:

- An all-electric facility
- A solar-ready roof and panels to a design capacity of 750 kilowatts
- Level 2 and Level 3 electric vehicle charging stations
- A Battery Energy Storage System (BESS)

Specific sustainability features to be incorporated into the project are fully described in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, of the Initial Study (Appendix A).

Meeting Title 24 energy conservation requirements in combination with the project's sustainability components would ensure that energy is not used in an inefficient, wasteful, or unnecessary manner per Public Resources Code Section 21100(b)(2).

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6 Alternatives

As required by Section 15126.6 of the *CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives (stated in the Executive Summary of this EIR) but would avoid or substantially lessen the significant adverse impacts.

As discussed in Section 2, *Project Description*, the objectives for the proposed project, are as follows:

- Develop a parcel delivery facility with nearby access to freeways to efficiently facilitate the movement of goods.
- Develop a parcel delivery facility that incorporates sustainability features like EV, solar, and low-water usage.
- Establish a productive use of underutilized industrial land to help meet unmet regional demand for goods delivery service.
- Improve efficiency and timeliness of goods delivery to the City of Santa Maria and the surrounding areas.
- Expand economic development, increase tax revenues, and facilitate job creation in the City of Santa Maria, including hundreds of direct operational jobs and indirect jobs.
- Attract new businesses to the City of Santa Maria and thereby maintain a jobs-housing balance in the area that will reduce the need for members of the local workforce to commute outside the area for employment.

Included in this analysis are two alternatives, including the CEQA-required "no project" alternative, that involve changes to the project that may reduce the project-related environmental impacts as identified in this EIR. Alternatives have been developed to provide a reasonable range of options to consider that would help decision makers and the public understand the general implications of revising or eliminating certain components of the proposed project.

The following alternatives are evaluated in this EIR:

- Alternative 1: No Project
- Alternative 2: Reduced Size Alternative

Table 6-1 provides a summary comparison of the development characteristics of the proposed project and each of the alternatives considered. Detailed descriptions of the alternatives are included in the impact analysis for each alternative. The potential environmental impacts of each alternative are analyzed in Sections 6.1 and 6.2.

Table 6-1 Comparison of Project Alternatives' Buildout Characteristics

Feature	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Reduced Size Alternative
Building Footprint	244,418 sf	Lot would remain vacant	163,760
Height	45 feet	Lot would remain vacant	45 feet
Required/Provided Parking	990	Lot would remain vacant	663

6.1 Alternative 1: No Project Alternative

6.1.1 Description

Alternative 1 assumes that the proposed package delivery warehouse, parking, and other accessories associated with the proposed project would not be constructed. The project site would remain in its current condition, which is vacant land used for interim row crop production. The No Project Alternative would not fulfill any of the project objectives. Because none of the project objectives for providing a package delivery warehouse would occur under this alternative, it can be reasonably assumed that a similar project would still be constructed in the region to meet the project objectives to meet the unmet regional demand for goods delivery service. So impacts similar to the project would likely occur elsewhere in the region.

6.1.2 Impact Analysis

Under the No Project alternative, transportation and traffic at this location and other potential impacts would remain at current conditions. Temporary traffic delays associated with construction activities under the proposed project would be eliminated at this location. There would be no change in weekday vehicle trips associated with this alternative at this location. Therefore, overall traffic impacts under the No Project Alternative would be less than impacts under the proposed project. But it is a reasonable assumption that the site would be developed in the future with a similar warehouse or other industrial development consistent with the Specific Plan land use and zoning on the site with transportation impacts. Depending on the type of facility, this could result in less or greater impacts than the project. As this is speculative, it is assumed conservatively that the No Project Alternative would have a lesser impact than the project.

6.2 Alternative 2: Reduced Size Alternative

6.2.1 Description

Under this alternative, the total building footprint would be reduced from approximately 244,418 square feet to 163,760 square feet, reflecting a 33 percent decrease in overall facility size. This reduction would reduce the throughput of packages processed at one time. This reduction would reduce the number of employees needed to process packages and delivery vans sent out during each shift. This reduction in facility size would not align with the projected package delivery demand for the region. To meet this demand with this smaller facility, additional shifts would be required to process the same volume of packages. A reduction greater than 33 percent would not allow sufficient package delivery throughput even with extra shifts. The reduced project building footprint and corresponding workforce would lower demand for parking and van delivery spaces. Assuming a 33 percent reduction, consistent with the decrease in building size, the facility would require approximately 663 parking spaces, compared to the original 990 spaces proposed. Ancillary facilities, such as loading docks and maintenance areas would remain unchanged as they are essential to maintaining operational functionality. The reduction would also decrease the total acreage required for development. The remaining undeveloped areas would remain unused and/or covered with additional landscaping. Site access would continue to follow the original project design to ensure safe ingress and egress meeting City standards. The building height would remain at 45 feet as this is necessary for efficient operation of the warehouse.

6.2.2 Impact Analysis

Alternative 2 would generate the same overall trip generation in comparison to the proposed project, not resulting in reduced VMT. The added delivery shift to meet demand would result in the same VMT generation but spread over the day. Due to the reduced facility size and associated operational changes, this alternative would alter the distribution and timing of trips. Specifically, the reduced processing capacity would require an additional shift to meet regional package delivery demand.

A smaller footprint building that handles the same volume of packages and deliveries (33 percent reduction) would require an additional sortation shift, split approximately four hours apart. Delivery operations would need to start sooner with fewer vehicles per wave. Some of the onsite management would be spread out among the two shifts. The result would be a similar overall daily traffic volume and therefore the same VMT but the impacts on the AM and PM peak hours would be greater. The AM peak, which is typically about 15 vehicles, would have over 145 vehicle trips. Delivery vehicles would return to the facility earlier in the evening – near the end of the typical PM peak hours. The impact at intersections would be higher because of the added volume during the peak hours[1].

As a result, employee trips would be spread more evenly throughout the day and night, however, this shift could result in increased ingress and egress activity during identified peak travel times in morning and evening at and around the site compared to the proposed project.

While the overall trip generation remains unchanged, the redistribution of trips may result in localized increases in traffic during certain times of day or in different areas. Construction-related traffic impacts under Alternative 2 would be slightly reduced compared to the proposed project due to the smaller building footprint, which would require fewer construction materials and labor trips. Additionally, the construction schedule is expected to be shorter, but with a small reduction in daily construction traffic volumes. Therefore, while Alternative 2 would not reduce total VMT, it would result in minor reductions in construction traffic impacts and potentially shift operational traffic impacts to different times or locations. These changes could have both beneficial and adverse effects on local circulation patterns, depending on the timing and geographic distribution of trips.

6.3 Alternatives Considered but Rejected

An alternatives chapter plays a critical role in identifying and evaluating project alternatives that could feasibly attain most of the basic project objectives while avoiding or substantially lessening one or more significant environmental impacts. In this case the primary impact of concern is Vehicle Miles Traveled (VMT). Other typical alternatives which may be considered include alternative locations, or an alternative which would focus on reducing a project's significant impact, in this case a VMT reduction alternative. These latter two alternatives were considered but rejected as not being feasible, practicable, and not achieving the goal of reducing VMT. The reasons for rejection are explained below.

Alternative Location

Other alternatives considered include relocation of the proposed package delivery warehouse to a different site within the City of Santa Maria to avoid potential transportation impacts at the site and other site-specific impacts. Two sites identified within the City of Santa Maria that would be potentially feasible as an alternative site were identified.

[1] Theoretical Alternative Schedule for Smaller Facility, NV5 10/2025

- APN 117-200-018 – a 34.4-acre site on south side of Main Street between Blosser Road and Hanson Way. This site has 4 different zone designations PD/C-2 (Planned Development / General Commercial on the east side (Main and Blosser frontage) PD/CM (Commercial/Manufacturing) in the middle area of the site, PD M-2 (General Manufacturing) at the southwest corner of the site, and a small area of PD/M-1. (Light Manufacturing).
- A site within the Santa Maria Airport Business Park Specific Plan. Planned land uses include light industrial, research, manufacturing, and commercial land uses on lands south of the Santa Maria airport and at the east end of the runway.

The first site includes existing buildings that would potentially be demolished to allow for project construction and would increase traffic on W. Main Street that provides access to SR 101 two miles to the east. The second site could have potential safety issues being located adjacent to the airport and does not provide direct access to SR 101 having to utilize Lakeview Road lined with single family residences as the most direct route to SR 101. While relocating the project could theoretically reduce VMT if the sites were closer to employee residences, transit hubs, or delivery destinations, both sites do not offer a significant advantage in proximity to those features. Additionally, because the majority of VMT associated with the project is generated by package delivery trips rather than employee commutes, shifting the location may result in some deliveries being closer but others farther, ultimately resulting in no net reduction in VMT. Therefore, neither site would result in a reduction of VMT, just the transfer of trips to and from those locations compared to at the Stowell Road location.

Suitable alternative sites with comparable size, zoning compatibility, and access to regional transportation infrastructure are limited in Santa Maria. Relocation outside of Santa Maria could result in increased VMT due to reduced proximity to delivery routes and workforce housing. Therefore, this scenario was rejected from further consideration as it did not result in any change to VMT impacts.

Locating a site or additional site outside of Santa Maria to accommodate demand would not result in a net reduction of VMT for the region, just shifting it to other communities or areas within Santa Maria. It would also redistribute portions of the tax base and employment opportunities away from Santa Maria if located outside Santa Maria, thereby not meeting project objectives related to local economic development and job creation.

Reduced VMT Alternative

A Reduced VMT Alternative would be focused on using transportation demand management options such as van- and car-pooling, enhanced transit service, and bike/pedestrian improvements to reduce employee commute trips to the project site. The EIR identifies mitigation to take as much advantage as practicable on transportation demand management options. The project purpose to provide package delivery services to the region (Delivery vans + FLEX) is the main creator of VMT estimated at 38,177 daily VMT compared to 7,762 VMT for personal vehicles[2]. Less than 25 percent of total VMT comes from commute trips, so a 50 percent reduction in personal vehicle VMT would only reduce overall project VMT by 3,881, equaling a 10 percent reduction in overall VMT. This 50 percent reduction is not feasible plus would not reduce the project's VMT close to the City's VMT significant threshold of 18.82 with the projected project VMT at 44.6, or 237 percent higher than the City's threshold.

[2] VMT Analysis for Santa Maria Delivery Station, 12/5/2024, prepared by NV5

This alternative was rejected mainly because it would result in a negligible reduction in VMT as most VMT generated from the project is from the van deliveries and not commute VMT to the site. The two work shifts to be utilized for the site would also be during off-peak travel periods and outside typical transit service time periods. In addition, the project site is not currently served by transit and planned expansions have not been identified in this area.

6.4 Environmentally Superior Alternative

Based on the alternatives analysis provided above, Alternative 1 would be the environmentally superior alternative.

Alternative 1 (*No Project Alternative)* assumes that the proposed package delivery warehouse, parking, and other accessories associated with the proposed project would not be constructed. The project site would remain in its current condition, which is vacant land currently used for interim row crop production, and intended for development under the West Stowell Specific Plan. Alternative 1 would not fulfill the project objectives because the existing vacant condition would not improve goods movement, utilize industrial land, support sustainability, comply with zoning standards, or contribute to economic development, job creation, and the local jobs. Although Alternative 1 would be the environmentally superior project, as required by CEQA, Guidelines Section 15126.6(e)(2), if the No Project Alternative is identified as the environmentally superior alternative, the EIR must also identify an environmentally superior alternative among the other action alternatives.

Alternative 2 (*Reduced Size Alternative)* would involve development of a modified package delivery warehouse at 1680 West Stowell Road that incorporates design and operational changes intended to reduce VMT. Under this alternative, the overall building footprint would be reduced from approximately 244,418 square feet to 163,760 square feet, reflecting a 33 percent decrease in overall facility size, and the number of daily employee commute trips would be minimized through transportation demand management strategies, similar to the project. This alternative would retain the same site location and general land use designation but at a reduced size.

Implementation of Alternative 2 would not reduce total VMT as it would still require the same number of employees across the 24-hour workday. So VMT would not change, but it would result in minor reductions in construction traffic impacts and potentially shift operational traffic impacts to different times. However, the reduced building size and modified operations may result in decreased logistical capacity and could affect the project's ability to meet its original objectives. In addition, Alternative 2 would not fully achieve the project objectives because the reduced building size and scaled-back operations may limit the facility's ability to efficiently facilitate goods movement and meet regional delivery demand. While this alternative would support transportation and climate goals, it may fall short in taking full advantage of the economic development and job creation potential, and optimal utilization of the industrial site. As a result, it would only partially realize the intended benefits of the proposed project. Overall, Alternative 2 would result in minor reductions in construction traffic impacts and potentially shift operational traffic impacts to different times or locations compared to the proposed project to be considered environmentally superior, but the project would not fully meet the operational needs of the project and would just shift VMT to other times to meet regional package delivery needs.

Overall, while Alternative 2 would not reduce local VMT but slightly improve environmental performance locally, it may not fully meet the operational needs of the applicant and would not reduce regional VMT. Therefore, Alternative 2 would be considered environmentally superior as it would offer a potential option for reducing transportation impacts compared to the project.

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7 Preparers

7.1 List of Preparers

This EIR was prepared by the City of Santa Maria, with the assistance of Rincon Consultants, Inc. Consultant staff involved in the preparation of the EIR are listed below.

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Stowell Road Package Delivery Warehouse

Final Environmental Impact Report

State Clearinghouse No. 2025080640

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ATTACHMENT C

Table of Contents

1 Introduction 1-1
1.1 Public Review and Responses to Comments 1-1
1.2 Revisions to the Draft EIR 1-1
1.3 Final EIR 1-2
1.4 Project Decision Process 1-2
2 Responses to Comments on the Draft EIR 2-1
2.1 Commenters on the Draft EIR 2-1
3 Minor Revisions to the Draft EIR 3-1
3.1 Minor Revisions to the Draft EIR 3-1
3.2 Recirculation Not Warranted 3-2
4 Mitigation Monitoring and Reporting Program 4-1

Table

Table 2-1 List of Commenters 2-1

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1 Introduction

On November 13, 2025, the City of Santa Maria (City) released for public review the Draft Environmental Impact Report (Draft EIR) for the Package Delivery Warehouse Planned Development Permit Project (hereinafter referred to as the project). The Draft EIR was prepared by the City in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000–21177) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387). The City is serving as the lead agency under CEQA for consideration of certification of the EIR and has principal responsibility for deciding whether to approve the proposed project.

1.1 Public Review and Responses to Comments

In accordance with Sections 15087 and 15105 of the CEQA Guidelines, which require a minimum 45-day public review period for a Draft EIR, the Draft EIR was circulated for public review and comment to responsible agencies and interested parties as well as members of the public, for a period of 64 days (November 13, 2025 through January 16, 2025). Comment letters received on the Draft EIR and responses to each of the comments are provided in their entirety in Chapter 2, *Responses to Comments*.

CEQA requires a lead agency that has prepared a Draft EIR to consult with and obtain comments from responsible and trustee agencies that have jurisdiction by law with respect to the project, and to provide the public with an opportunity to comment on the Draft EIR (CEQA Guidelines Sections 15086 and 15087).

Sections 15088(a) and (c) of the CEQA Guidelines also require a lead agency to evaluate comments on environmental issues received from people who reviewed the Draft EIR and to prepare written responses to comments raising significant environmental issues. The Final EIR is the mechanism for responding to these comments. Responses are not required for comments regarding merits of the proposed project or regarding issues not related to the project's environmental impacts. Several of the comments on the Draft EIR state the commenter's concern regarding traffic, potential economic impacts, or provide general statements concerning the content of the Draft EIR. Detailed responses are not warranted or required by CEQA for comments that do not address the environmental issues related to the proposed project. Such instances are noted in the responses. The City will review all comments received, including those that do not warrant a response under CEQA, before considering certification of the Final EIR or approval of the proposed project.

Each comment has been reproduced with individual comments bracketed and numbered according to the type of commenter (agency, individual, and organization) with responses following each comment.

1.2 Revisions to the Draft EIR

Sections of the Draft EIR have been revised after the Draft EIR was circulated for public review (see Chapter 3, *Revisions to the Draft EIR*). None of the changes constitute "significant new information," which would require recirculation of the Draft EIR as described in Section 3.2, *Recirculation Not Warranted*. "Significant new information" is defined in Section 15088.5(a) of the CEQA Guidelines as follows:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

None of these circumstances has arisen from comments on the Draft EIR; therefore, recirculation is not required.

1.3 Final EIR

The Draft EIR, Final EIR, and associated appendices are available for review online at: https://www.cityofsantamaria.org/services/departments/community-development/planning-division/planning-policies-and-regulations/environmental-impact-reports and at the City of Santa Maria Community Development Department at 110 South Pine Street, Suite 101, Santa Maria, California 93454.

As required by CEQA Guidelines Section 15088(b), at least 10 days before consideration of the Final EIR for certification, the City provided a written response (electronic copy) to each public agency that submitted written comments on the Draft EIR.

1.4 Project Decision Process

This document and the Draft EIR, as amended through responses to comments, together constitute the Final EIR, which will be considered by the City prior to a decision on whether to approve the Project. If the City decides to approve the project, the City, as required by CEQA Guidelines Section 15090, must first certify that the Final EIR was completed in compliance with the requirements of CEQA, was reviewed and considered by the City, and reflects its independent judgment and analysis. The City would then be required to adopt findings of fact on the disposition of each significant environmental impact, as required by CEQA Guidelines Section 15091, and a statement of overriding considerations, as required by CEQA Guidelines Section 15093. A Mitigation Monitoring and Reporting Program, which is required by CEQA Guidelines Section 15091(d), has been included as part of Chapter 4, *Mitigation Monitoring and Reporting Program*, of this Final EIR and will be adopted by the City of Santa Maria Planning Commission in conjunction with any project approval.

2 Responses to Comments on the Draft EIR

This chapter of the Final EIR contains the comment letters received during the public review period for the Draft EIR, which started on November 13, 2025, and concluded on January 16, 2026. In conformance with Section 15088(a) of the California Environmental Quality Act (CEQA) Guidelines, written responses were prepared to address comments received on Project environmental issues during this review period.

2.1 Commenters on the Draft EIR

Table 2-1 presents the list of commenters, including the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter. Comment letters have been ordered according to the type of commenter.

Table 2-1 List of Commenters

Letter/ Comment No.	Commenter	Date
Agencies		
A1	Santa Barbara County Flood Control District	December 4, 2025
A2	Santa Barbara County Air Pollution Control District	December 8, 2025
A3	Santa Maria-Bonita School District	December 18, 2025
A4	Santa Maria-Bonita School District	December 19, 2025
A5	California Department of Conservation Geologic Energy Management Division	December 19, 2025
A6	Santa Barbara County Air Pollution Control District	December 24, 2025
A7	Santa Maria-Bonita School District	December 29, 2025
A8	California Department of Transportation	December 29, 2025
Organizations		
O1	Adams Broadwell Joseph & Cardozo	December 15, 2025
O2	Grower-Shipper Association	December 15, 2025
O3	Blum, Collins & Ho LLP	December 23, 2025
O4	Golden State Environmental Justice Alliance	December 26, 2025
O5	Teamsters Joint Council 42	December 26, 2025
O6	Lozeau Drury LLP	January 6, 2026
O7	Somach Simmons & Dunn	January 15, 2026
O8	Advocates for the Environment	January 16, 2026
Individuals		
I1	Michael J. Diani	December 17, 2025
I2	Dr. Carol Karamitsos	December 18, 2025
I3	Carlos and Alicia Escobedo	December 19, 2025
I4	Victor Jesus	December 19, 2025
I5	Anonymous	December 19, 2025
I6	David Klein	December 20, 2025
I7	Johnathan Milder	December 23, 2025

Letter/ Comment No.	Commenter	Date
I8	Peggy Brierton	December 29, 2025
I9	Jose Alfredo Cardona Flores	January 20, 2026
I10	Dr. Carol Karamitsos	January 29, 2026

The comment letters and responses follow. The comment letters are numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response A1.1, for example, indicates that the response is for the first issue raised in Comment Letter A1).

COUNTY EXECUTIVE OFFICE
Mona Miyasato, County Executive Officer
Tanja Heitman, Assistant County Executive Officer
Wade Horton, Assistant County Executive Officer

December 23, 2025

Attn: Cody Graybehl, Senior Planner
Planning Division, Community Development Department
City of Santa Maria
110 South Pine Street, Suite 101
Santa Maria, California 93454

Email: cgraybehl@cityofsantamaria.org

Re: Stowell Road Package Delivery Warehouse Draft Environmental Impact Report

Dear Mr. Graybehl:

Thank you for the opportunity to review and comment on the City of Santa Maria's Stowell Road Package Delivery Warehouse Project Draft Environmental Impact Report (EIR). At this time, the County submits comments from the Santa Barbara County Flood Control District.

A1.1

If you should have any questions, please do not hesitate to contact my office directly or Lisa Plowman, Planning and Development Director at (805) 568-2086.

Sincerely,

Brittany Odermann,
Deputy CEO

cc: Lisa Plowman, Director, Planning and Development Department
Zoe Carlson, Senior Planner, Planning and Development Department
Hannah Thomas, Senior Planner, Planning and Development Department
Matt Griffin, Flood Control District Engineering Manager, Flood Control District

Enclosure: Santa Barbara County Flood Control District Letter, dated December 4, 2025

Santa Barbara County Flood Control and Water Conservation District
130 E. Victoria Street, Suite 200, Santa Barbara, CA 93101
PH (805) 568-3440 FAX (805) 568-3434
https://www.countyofsb.org/2155/Flood-Control

CHRIS SNEDDON
Public Works Director

WALTER RUBALCAVA
Flood Control Deputy Director

December 4, 2025

RE: Release of Draft EIR for Package Delivery Warehouse Planned Development Permit in City of Santa Maria
LOCATION: 117-820-012 and 117-820-013 | 1680 West Stowell Road
MEMO TO: Hannah Thomas – Planning and Development Department
FROM: Matt Griffin – Flood Control District Engineering Manager

Thank you for the opportunity to comment on the Draft EIR for a large proposed commercial development in the City of Santa Maria. The Santa Barbara County Flood Control District (District) has reviewed the Draft EIR for the subject project and offers the following comments and recommendations: **A1.1**

1. The project site is located on West Stowell Rd in the City of Santa Maria on two parcels totaling approximately 33 acres in size. This property is unimproved and has historically been in agricultural use. There are no structures on the site.
2. Commercial development on the parcel will *rapidly increase and accelerate* runoff from the site. The site is located well west of the majority of the City and beyond any drainage or flood control improvements downstream. As such the project has the potential to *significantly* impact downstream properties and roadways. **A1.2**
3. The Flood Control District's Standard Conditions of Project Plan Approval includes implementation of detention basins that would collect all onsite flows and release these flows at a rate of not to exceed 0.07 cubic feet per second (cfs) per acre of development. See Attachment 1, Flood Control Standard Conditions. **A1.3**
4. Alternatively, considerations for development on the western edge of the City included potentially collecting all stormwater from the development to be conveyed to the Santa Maria River. It is recognized this may be a challenge due to the distance to the river and lack of public right of way. **A1.4**

Recommendations:
The Santa Barbara County Flood Control District works closely with the City of Santa Maria to mitigate impacts associated with new development on downstream properties. As such, and as is standard in the Santa Maria Valley, including incorporated and unincorporated areas, the District recommends detention basins to mitigate the increased runoff from the project site pursuant to District Standard Conditions of Approval (attached) which require detention basins to mitigate runoff in the post development condition to no more than 0.07 cfs per acre of development. Thank you again for the opportunity to comment on this project. **A1.5**

Sincerely,

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By: Matt Griffin

Matt Griffin
Flood Control District Engineering Manager
mgriff@countyofsb.org

Attachments:
Santa Barbara County Flood Control and Water Conservation District Standard Conditions of Project Plan Approval

SANTA BARBARA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

STANDARD CONDITIONS OF PROJECT PLAN APPROVAL

The following Standard Conditions list standards that apply to new development projects that fall under the Flood Control District's authority to review. It is neither intended as, nor does it establish, a legal standard for these functions. Special situations may call for variation from these conditions, subject to Flood Control District approval, or such other approval as may be specifically provided for. These Standard Conditions, as well as earlier versions, do not apply and have not applied to existing facilities, nor are they intended to imply that existing facilities need any improvements, unless the Flood Control District requires such improvements through development project approval.

General

1. All developments shall comply with all applicable requirements of the most current: (County codes may be viewed online at http://bpc.iserver.net/codes/stbarb/)
   - Santa Barbara County's Floodplain Management Ordinance (Santa Barbara County Code (SBCC) Chapter 15A, "Floodplain Management");
   - Santa Barbara County's Setback Ordinance (SBCC Chapter 15B, "Development Along Watercourses"); and
   - SBCC Chapter 24, "Offenses, Miscellaneous," Section 24-7, "Watercourses - Erecting buildings, etc., which obstruct flow prohibited."

2. The applicant shall provide a site plan of the proposed development showing the limits of the special flood hazard areas and base flood elevations as they appear on the most current Federal Emergency Management Agency (FEMA) flood insurance rate map (FIRM). Flood maps may be viewed online at http://msc.fema.gov/

3. The applicant shall provide a site plan of the proposed development showing the top of bank along those parts of a watercourse which are included within the areas of special flood hazard shown in the flood insurance rate maps and along those parts of a watercourse which lie between areas of special flood hazard on the same watercourse.

4. New development shall mitigate for increased runoff by directing drainage to an acceptable watercourse, improving downstream facilities, mitigating the increased runoff on-site, and/or as otherwise required by the Public Works Director. Runoff shall be conveyed safely to prevent erosion from slopes and/or channels. Natural drainage systems shall be utilized to the maximum extent practical. Disturbed slopes shall be vegetated with appropriate native or drought tolerant vegetation, permanent channel crossings shall be stabilized, and energy dissipaters such as riprap will be used at outlets of new storm drains, culverts, conduits or channels that enter unlined channels to minimize erosion potential.

5. Improvements may be required to intercept and convey off-site and on-site runoff through the project site to a District approved water course or drainage facility.

6. Development located within the limits of floodplain/floodway as shown on the current FIRM may be required to process a conditional letter of map revision prior to map recordation or zoning clearance.

7. All developments shall comply with all applicable requirements of the most current Standard Conditions for Project Plan Approval-Water Quality Best Management Practices, as administered by the Santa Barbara County Public Works Department, Project Clean Water.

8. Development located within "Special Problems Areas" as defined in Article XIII of the Santa Barbara County Building Code may be subject to additional conditions of approval.

9. Development located within the Repetitive Loss Zone as described in Board Resolution No. 92-138 and the Floodplain Management Plan may be subject to additional conditions of approval.

10. Development located within the Orcutt Planning Area may be subject to Regional Drainage Impact Mitigation Fees, payable prior to map recordation or zoning clearance.

Design

1. The applicant submits the Grading and/or Improvement plans directly to the Flood Control District for plan check. A plan check fee deposit made payable to the Santa Barbara County Flood Control and Water Conservation District shall accompany the initial submittal. The plan check fee deposit shall be the amount as shown in the current District fee schedule. The Agreement for Payment of Plan Check Fees form is attached and is filled out by the applicant upon the initial submittal.

2. Hydrologic studies prepared by a California-licensed civil engineer shall be made of the watershed area contributing drainage to the project. Both calculations and clearly marked watershed maps shall be submitted at the plan check submittal for approval by the Public Works Director. Contributing areas shall be based on natural contours or an accepted master drainage plan. Drainage quantities shall be derived from considerations that include expected future development of the watershed, soil types, historical storm data and gradient of terrain. These considerations must receive approval by the Public Works Director. For most major channels, discharge rates will be supplied by the Public Works Director.

3. Storm drains and drainage inlets shall be sized for a peak 25-year runoff event with a positive overland escape design for a 100-year storm. Storm drains shall be constructed of at least Class III reinforced concrete pipe with a minimum diameter of 18" unless other materials, pipe classifications, or sizes are approved by the Public Works Director. When an existing culvert is to be extended and/or the grade changed, a concrete collar must be used.

4. Storm drains and drainage inlets in sump conditions shall be sized for a 100-year storm and shall provide positive overland escape. The overland escape path must be constructed in a manner to transport the peak rate of runoff assuming all storm drains are inoperative.

5. The minimum width of an easement for the installation of a storm drain shall be the pipe diameter plus 6 inches on both sides for the pipe trench, plus the distance of a 1:1 trench slope projected from the bottom of the pipe to the ground. All storm drain easements to be dedicated to the Flood Control District shall be permanently separated from the underlying residential properties by a 42" high chain link fence, or other District-approved fence type.

6. Drainage inlets shall be located and designed in a manner to assure an adequate travel lane with no more than 10 cubic feet per second conveyed per gutter, within the curbs in a 10-year storm. All 25-year storm flows shall be contained within the curbs or other conveyance as otherwise approved. Drainage design of public roadways shall conform to the requirements of the roadway's owner. At least one lane free of water in each direction shall be provided in the 10- and 25-year storm events for arterial, major and industrial street classifications; 100-year storm flows shall be contained within the right-of-way or private street easement. Drainage inlet design shall follow the methods outlined in the Federal Highway Administration's H.E.C. No. 22 (http://isddc.dot.gov/OLPFiles/FHWA/010593.pdf), as approved by the Flood Control District. Only curb opening inlets (no grated inlets) shall be used in sump conditions.

7. Manholes must conform to the County Standard Details within the Santa Barbara County Public Works Engineering Design Standards. Spacing of manholes shall conform to the following table:

Pipe Size, *d*	Manhole Spacing
$d \leq 30$ in	200 ft (with numerous horizontal angles/bends)
	300 ft
30 in $< d <$ 45 in	400 ft
$d \geq 45$ in	500 ft

Manholes shall also be provided in accordance with the following criteria:
a) Where there is a sudden change in pipe size or slope.
b) At the junctions of two converging pipes of approximately the same size.
c) At junctions where the side inlet diameter is greater than half of the main line diameter.
d) At junctions where the side inlet flow is greater than half of the main line flow.

8. The runoff calculations for storm drain design shall be based on the Rational Method. The Time of Concentration (T_C) shall be calculated as follows:
a) For agricultural areas, use the Nomograph attached to these Standard Conditions.
b) For urban areas, $T_C = T_T + T_L$ (Travel Time + Lot Time)

Travel Time (min) $= \frac{L}{60V}$ L = length (ft)
V = average velocity ($^{ft}/_{sec}$)

Lot Time = 10 min

9. Rainfall Intensity curves and Rainfall Coefficient vs. Rainfall Intensity curves incorporated into the District's "Program Rational-XL" shall be used in drainage design unless otherwise directed. Curves are downloadable at http://www.countyofsb.org/pwd/water/downloads.htm.

10. Projects shall be designed with a clearly defined permanent overland escape path (preferably a street) for storm runoff. The escape path shall be free of obstructions including and not limited to fencing, landscaping and sound walls. Downhill cul-de-sacs are discouraged as overland escape. Downhill sump cul-de-sacs shall have an improved dedicated overland escape.

11. The lowest finish floor elevation of all new structures shall be at least 2 feet above the 100-year water surface elevation. Graded lot pads with slab on grade foundations shall be at least 1.5 feet above the 100-year water surface elevation, with finish floor 2 feet above 100-year water surface elevation. Finish floor elevations may be increased if deemed necessary by the Public Works Director. Finish floor elevations shall be higher than the water surface elevations of the overland escape of adjacent streets, bridges and other obstructions.

12. Grading and improvement plans for drainage improvements signed by a California-licensed civil engineer shall include the following information:

    a) The design energy and hydraulic grade lines shall be on the Improvement or Underground Storm Drain profiles. Junction losses are to be calculated by the pressure plus momentum theory.
    b) The 100-year energy and hydraulic grade lines shall be shown on plans and profiles for open channel designs.
    c) Hydraulic data shall be included on engineering plans for all drainage improvements including channels and pipes as required by the Public Works Director.
    d) Storm drain center lines and drainage inlet locations shall be identified on the Grading Plans.
    e) Hydraulic/hydrologic studies shall be prepared, signed and stamped by the California-licensed civil engineer who signs the improvement plans. The final, District-approved study shall be submitted to the District in hard copy and PDF format.

13. Detention basins are required by the District to reduce the post-development peak storm water runoff discharge rate as specifically defined below:

- In all areas of the County of Santa Barbara, except New Cuyama
- Other areas of the County if downstream facilities are determined by the Public Works Director to be inadequate.

Basins shall be designed to meet the following standards:

a) Hydrologic/Hydraulic Analysis: The hydrologic/hydraulic analysis of detention basins shall be performed by a California-licensed civil engineer using a commercially available version of the Santa Barbara Urban Hydrograph method or District approved equivalent.

b) The following optional input parameters must be used with SBUH:

- Runoff Method: SBUH
- Pond Routing Method: Storage-Indication
- Rainfall Distribution: SCS 24-hour, Type I distribution
- Antecedent Moisture Condition: AMC II
- Hydrograph ordinate time increment: 0.10 hour
- Rainfall Amounts, 24-hour totals:

Area	2-Year	5-Year	10-Year	25-Year	50-Year	100-Year
Buellton/Santa Ynez	2.83 in.	4.10 in.	4.93 in.	5.97 in.	6.72 in.	7.45 in.
Lompoc	2.20	3.17	3.82	4.62	5.20	5.76
Los Alamos	2.01	2.92	3.51	4.25	4.79	5.30
Sisquoc	1.89	2.74	3.30	3.99	4.49	4.98
South Coast	3.20	4.61	5.55	6.71	7.56	8.38
Santa Maria/Orcutt	1.81	2.62	3.15	3.81	4.29	4.76

- Hydrologic soil groups for areas within Santa Barbara County can be determined on-line at: http://websoilsurvey.nrcs.usda.gov/app/

- Curve numbers for hydrologic soil groups per Tables 2-2A through 2-2D (Runoff curve numbers) of "TR-55, Urban Hydrology for Small Watersheds," published by USDA NRCS. TR-55 may be viewed on-line at: ftp://ftp.wcc.nrcs.usda.gov/downloads/hydrology_hydraulics/tr55/tr55.pdf

- Information on computing composite curve numbers to account for unconnected impervious areas and low-impact development (LID) design components is given in TR-55 and "Low-Impact Development Hydrologic Analysis" prepared by Prince George's County, Maryland, a portion of which may be viewed online at: http://www.countyofsb.org/pwd/water/derev.htm

  If LID design elements are considered in the hydrologic analysis of the project, those elements must be guaranteed to remain in place for the lifetime of the project. This guarantee must be demonstrated in the form of a written statement from the owner and/or inclusion in the development's Covenants, Conditions and Restrictions.

- Basin data required to be submitted for District review includes:
  1. Basin input parameters listed above;
  2. Watershed map;
  3. Soil Survey Map/Hydrologic Soil Group for watershed, including copy of Soil Survey Map of subject property;

4. Specifics of proposed development (area, time of concentration, including time of concentration and composite curve number calculations);
5. Proposed basin geometry;
6. Proposed outlet works and resultant outlet works hydraulics;
7. Peak depth, peak outflow, peak storage;
8. Inflow volume, outflow volume;
9. Plotted inflow and outflow hydrographs.

c) Volume:

- Orcutt/Santa Maria and Vandenberg Village/Mission Hills: Basins shall be designed with:
    1. Not less than 0.07 acre feet per acre for residential developments or 0.10 acre feet per acre for commercial/industrial developments; and
    2. A gravity bleeder line that reduces storm water runoff (maximum outflow discharge) from a 25-year 24-hour storm event developed condition to 0.07 cubic feet per second per acre.
- Orcutt/Santa Maria, easterly of US 101: Basins shall be designed with:
    1. Not less than 0.07 acre feet per acre for residential developments or 0.10 acre feet per acre for commercial/industrial developments; and
    2. A gravity bleeder line that reduces storm water runoff (maximum outflow discharge) from a 100-year 24-hour storm event developed condition to 0.07 cubic feet per second per acre.
- Orcutt/Santa Maria, within areas of 'ineffective watershed' as shown on Plate 2 of the Flood Insurance Study of the City of Santa Maria dated December 1976: Due to the enormous volume of sumps located within the Ineffective Watershed Area (IFA), the IFA is considered to contribute no surface runoff to the surrounding area. Development proposed within areas of IFA shall be designed to not divert runoff from historical drainage patterns and in outflow discharge rates that do not exceed pre-development amounts.
- Greenhouses: Basins shall provide detention for the 2- through 100-year 24-hour storm events, where appropriate. Maximum outflow discharge rates of the post-development condition shall not exceed 75 percent of the calculated pre-development runoff.
- Santa Ynez Valley and South Coast: Basins shall provide detention such that the post-development peak storm water runoff discharge rate shall not exceed the pre-development rate for the 2-year through 100-year storm events.
- Other areas of the County: Basin volume standards will be determined on a case by case basis by the Public Works Director.

d) All detention basins shall be free draining. Terminal basins (i.e. pumped basins) are not allowed.

e) Above ground detention basins shall be designed to meet the following standards:

- Low flow drainage: The bottom of the basin shall have a positive-draining gradient flowing to the outlet with a gravel-backfilled filter fabric encased trench to capture nuisance flow runoff. The trench shall be of sufficient size considering the characteristics of the native soils.
- Outflow Device: Outlet pipes shall be oversized (18 inch minimum) with an orifice restriction (if necessary) to limit outflow to the maximum outflow discharges listed above. Orifice restriction plates shall be removable for emergency situations. A removable trash rack shall be provided at the outlet. Orifice plates and trash racks shall be galvanized. Mounting hardware shall utilize stainless steel bolts.
- Emergency Overflow: An emergency overflow spillway shall be sized for the peak 100-year 24-hour storm runoff. The spillway shall be engineered and shall be reinforced concrete and shall provide appropriate downstream energy dissipation. The spillway shall be designed with a minimum of 12 inches of freeboard above the 100-year 24-hour calculated spill water surface elevation.
- Slopes: Maximum side slopes shall be four horizontal to one vertical on interior slopes and two horizontal to one vertical on exterior slopes. A District-approved soil cement core mix design, or a two sack slurry trench shall be required on all filled levee sections. A geotechnical engineering report shall be provided for all fill levee sections. The report shall address remedial grading, benching, and slope stability of the levee sections.
- Access Ramp: A graded 16-foot wide maintenance access ramp shall be provided down into the basin near the outlet. A 16-foot wide commercial driveway approach shall be provided where curb and gutter front the maintenance ramp.
- Fencing: On facilities to be dedicated to the Flood Control District, perimeter fencing (minimum height of 42 inches) shall be required on all basins exceeding two feet in depth or where interior side slopes are steeper than six horizontal to one vertical. A double eight-foot wide swing gate (16 feet total) shall be provided at the access ramp. Perimeter fencing on facilities to remain private is at the option of the applicant.
- Landscaping: The Flood Control District shall review and approve of any proposed basin landscape plan. Landscape planting shall be selected to be as maintenance free as possible. No trees and /or shrubs are to be planted within 15 feet of the basin outlet. Floating objects such as railroad ties and landscape bark are not permissible.
- Ownership, maintenance: Ownership of the basin and maintenance thereof is the responsibility of the owner/subdivider. A notarized Maintenance Agreement is required as described later in these conditions.

f) Underground detention systems shall be designed to meet the following standards:

- Application: The use of underground detention systems will be allowed on certain projects at the discretion of the Flood Control District. There is no guarantee that underground systems will be accepted on every project. Projects under consideration must have suitable site topography, acceptable downstream conditions, and shall provide evidence that there is an appropriate entity in place to provide long term maintenance.
- Products/Materials: The products/materials and installation of underground systems shall meet all applicable ASTM and AASHTO standards, at the discretion of Flood Control.
- Manufacturer Certification: A letter or certification from the manufacturer stating that the product design meets their requirements and constraints shall submitted to Flood Control. The Engineer of record who stamps the drawings still has overall responsibility for the design and functionality of the system.
- System Design: Underground systems may be designed with an open bottom or as a closed system. Open bottom systems are encouraged for water quality benefits. However, no credit toward the required detention volume as a result of infiltration is allowed. The bottom slope of the chamber shall be taken into consideration while calculating the available volume of the system. Systems shall be oversized 10% above the calculated required volume, or shall provide 12" of freeboard above the maximum calculated water surface elevation.
- Geotechnical Authorization: A letter from a registered Geotechnical Engineer shall be submitted to Flood Control for all open bottom systems, stating that the behavior of native soils will not be adversely impacted by the introduction of water into the soil.
- Underground systems using aggregate void space as storage volume may account for the assumed or calculated void ratio multiplied by a factor of 0.75 as the available storage volume. Material lab testing may be required to verify the assumed void ratio. Systems utilizing aggregate void space as storage volume shall have a positive outlet, and shall use a geotextile filter to separate the aggregate material from the surrounding soils.
- Outflow Device: All underground systems shall be free draining. Outlet pipes shall be oversized (12 inch minimum) with an orifice restriction (if necessary) to limit outflow to the maximum outflow discharges listed above. Orifice restriction plates shall be removable for emergency situations. Orifice plates shall be galvanized. Mounting hardware shall utilize stainless steel bolts.
- Emergency Overflow: Underground systems shall be designed to overflow back onto the project site in the event of a blockage, rather than bypassing the system. Underground overflow weirs are not allowed. This will provide clear visual evidence of system failure and the need for maintenance, while protecting downstream properties from the additional overflows. Overflow onto the project site shall be designed not to affect any structures or utilities.
- Pretreatment: All flows entering the underground system shall be pre-treated with an appropriate best management practice approved by Flood Control to filter out debris, trash, and sediments. Pretreatment chambers designed as part of the main underground storage chamber shall not be counted towards the overall volume

requirements of that system. Underground pretreatment units shall have physical accessibility for inspection and maintenance.

- Ownership, maintenance: Ownership of the underground system and maintenance thereof is the responsibility of the owner/subdivider. A maintenance plan shall be submitted, and a notarized Maintenance Agreement as described later in these conditions is required.

14. Drainage improvements proposed to be dedicated to Flood Control shall be shown on stand-alone improvement plan and profile sheets. (These sheets may be incorporated within the project's overall plan set.)

15. Development located within V-zones (Coastal High Hazard Areas) shall follow the recommendations presented in the guidance document "Coastal Construction Manual" published by the Federal Emergency Management Agency. A registered civil engineer or architect shall certify that the design and methods of construction to be used are in accordance with said guidance document (http://www.fema.gov/pdf/rebuild/mat/fema499/hgcc_fact05.pdf).

16. A completed Floodproofing Certificate for Non-residential Structures (FEMA Form 81-65, http://www.fema.gov/pdf/nfip/manual200610/08cert.pdf) is required for all such buildings located within a Special Flood Hazard Area.

17. Encroachments in the regulatory floodway require a registered civil engineer to submit a "no-rise" certification stating that the encroachments would not result in any increase in flood levels within the community during the base flood discharge. See attachment for certification form.

18. The Flood Control District shall review and approve of any proposed landscape plan.

19. The District reserves the right to modify these conditions as site conditions warrant.

Prior to Final Map Recordation/Zoning Clearance

1. Dedication of real property for drainage within the subdivision shall be provided. Easements shall be dedicated on the Final Map or dedicated by a separate instrument. The Developer shall reimburse the District for all costs associated with easement processing and acceptance.

2. Drainage easements for off-site drainage conveyances shall be acquired and presented to Flood Control. A title report shall accompany these easements.

3. The Maintenance Agreement (Subdivider's or Owner's Agreement) shall be notarized and is a condition of approval for development. The agreement will be perpetual and will require the present and future owners of the property to be responsible for the construction, ownership and maintenance of the private drainage improvements of the development.

4. Electronic drawings in PDF format of the fully approved Grading and/or Drainage Plans, Improvement Plans, Landscaping Plans, and Final Map shall be submitted to the District on compact disc along with one set of signed prints of the same.

5. A copy of the project's Conditions, Covenants & Restrictions for the Homeowners Association shall be submitted to the District for approval.

6. Surety Bonds for drainage improvements in amounts approved by the Public Works Director shall be posted with the Public Works Department for work inside the public right-of-way and with the Planning & Development Department for work outside the public right-of-way.

7. Pursuant to County Ordinance 4536, the developer must submit evidence that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, including a §404 of the Federal Clean Water Act (33 U.S.C. 1334), a California Department of Fish and Game Streambed Alternation Agreement (1603) and a §401 Water Quality Certification from the Regional Water Quality Control Board. The developer's attention is directed to his obligation to obtain all City and County permits/approvals as required, as well as the approval of the underlining property owner(s) of record.

8. Prior to issuance of Building Permits, any fill material required to elevate building pads above the 100-year base flood elevation shall be compacted to a minimum of 90% relative maximum density per ASTM D-1557, and observed and reported by a Registered Civil Engineer.

Construction

1. The developer shall obtain a Temporary Entry Permit from the District prior to construction of proposed improvements located within District right-of-way or interfacing with District facilities. A fee is required. The District shall be notified by the Contractor a minimum of two working days in advance of construction of this work. A note shall be placed on the plans to this effect.

2. The District will provide inspection of construction of proposed improvements that are to be dedicated to the District or that interface with District facilities. An inspection deposit is required. The District shall be notified a minimum of two working days in advance of this work. A note shall be placed on the plans to this effect.

3. The California-licensed civil engineer that signs the Grading and/or Improvement Plans shall be responsible for the inspection of proposed private drainage improvements and providing a Drainage Improvement Certification as described below. A note shall be placed on the plans to this effect.

4. During construction, if differing site conditions are encountered that materially affects the drainage improvements shown on the approved plans, the engineer of record shall submit

revised plans to the District for the District's review and approval prior to the construction of the work.

Close-out/Occupancy Clearance

1. Prior to occupancy clearance, the "Construction Record" drawings (both original mylars and by PDF format) shall be submitted by the engineer of record to the Santa Barbara County Flood Control and Water Conservation District of construction of proposed improvements that are to be dedicated to the District or that interface with District facilities. "Construction Record" drawings shall provide a complete and accurate record of all changes of construction from that shown in the approved plans and specifications.

2. Prior to occupancy clearance, a Drainage Improvement Certification shall be required from the engineer of record. The District certification form (see attachment) requires that the California-licensed civil engineer certify that all drainage improvements (including but not limited to storm drains, drainage inlets, junctions, revetment, ditches, swales, channels and detention basins) were constructed in substantial conformance with the approved plans and specifications.

3. Prior to occupancy clearance, a Project Summary Report that summarizes the hydrology and hydraulics, easement acquisitions and including reduced size plans shall be submitted to Flood Control in PDF format. Those projects that include improvements that are to be dedicated to the District or that interface with District facilities shall include actual construction costs and "construction record" drawings in electronic format as noted above.

4. Prior to occupancy clearance, an Elevation Certificate (FEMA Form 81-31, http://www.fema.gov/pdf/nfip/manual200610/08cert.pdf) shall be submitted to the District's Floodplain Manager for all lots located within a Special Flood Hazard Area.

Standard Conditions of Approval Recommended by

1-26-2011

Matthew Griffin — Date
Interim Engineering Manager
Santa Barbara County Flood Control & Water Conservation District; Water Resources Division
Santa Barbara County Public Works Department

Standard Conditions of Approval Approved and Adopted by

1-26-11

Jonathan S. Frye — Date
Interim Deputy Public Works Director
Santa Barbara County Flood Control & Water Conservation District; Water Resources Division
Santa Barbara County Public Works Department

Attachments:

- Agreement for Payment of Plan Check Fees
- Nomograph for determining Time of Concentration for agricultural areas
- Plate 2 of the Flood Insurance Study of the City of Santa Maria dated December 1976: Ineffective Watershed Area (IFA)
- Floodway No-Rise Certification
- Drainage Improvement Certification

ATTACHMENTS

Agreement for Payment of Plan Check Fees
Nomograph for determining Time of Concentration for agricultural areas
Plate 2 of the Flood Insurance Study of the City of Santa Maria dated December 1976:
Ineffective Watershed Area (IFA)
Floodway No-Rise Certification
Drainage Improvement Certification

Santa Barbara County Flood Control & Water Conservation District

Agreement for Payment of Plan Check Fees

Santa Barbara County Flood Control & Water Conservation District (hereinafter District) and

_____ (hereinafter APPLICANT) AGREE AS FOLLOWS:

1. APPLICANT has submitted to DISTRICT an application for _____

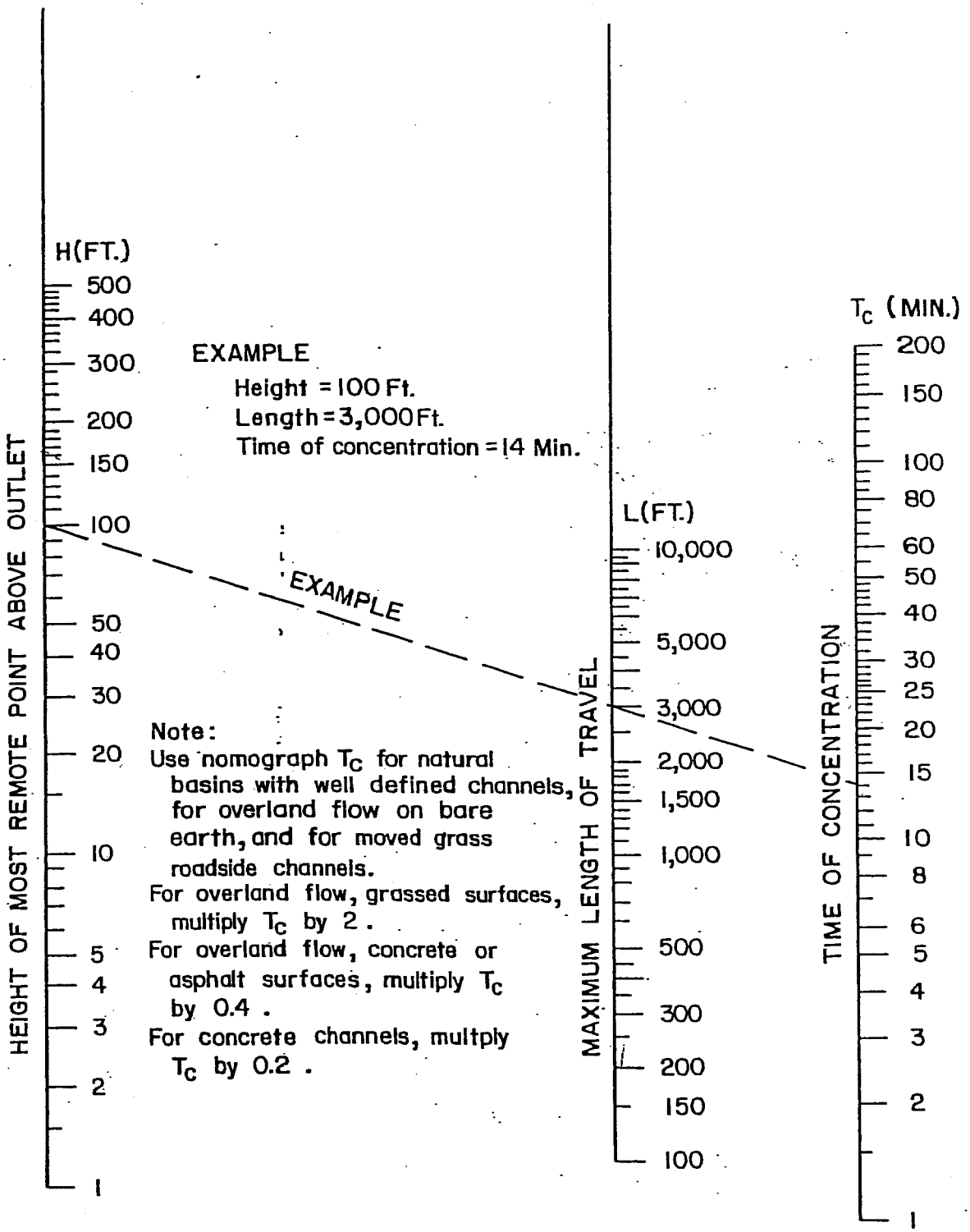
_____, Case # _____, (hereinafter PROJECT).

2. DISTRICT has set variable fees pursuant to Resolution No. 96-47. APPLICANT understands and agrees that Government Code §66451.2. authorizes DISTRICT to charge and collect reasonable fees for processing of tentative, final and parcel maps and for other procedures required or authorized by Government Code § 66451.2. or local ordinance.

3. APPLICANT and DISTRICT agree that because of the size, nature or scope of the proposed project, it is impossible to ascertain the full extent of the costs involved in processing the plan check upon initiation of case processing. APPLICANT and DISTRICT further agree that it is in the interest of the parties to permit payment of a deposit and to permit subsequent periodic billing and payment as charges are incurred. APPLICANT agrees s/he will be benefited by retaining greater cash liquidity and will pay only after costs are actually incurred. DISTRICT agrees it will be benefited through the greater certainty of recovering its full costs to process APPLICANT's plan check.

4. Therefore, pursuant to Resolution No. 96-47 APPLICANT shall pay an initial deposit, and if actual recorded costs plus administrative costs exceed the initial deposit, APPLICANT shall make periodic payments to DISTRICT to reimburse the DISTRICT for the processing of the plan check mentioned above. Such periodic payments shall be made within 30 days of the billing date. APPLICANT further agrees that failure to pay such accrued costs shall be grounds for plan checks not being considered complete for signature.

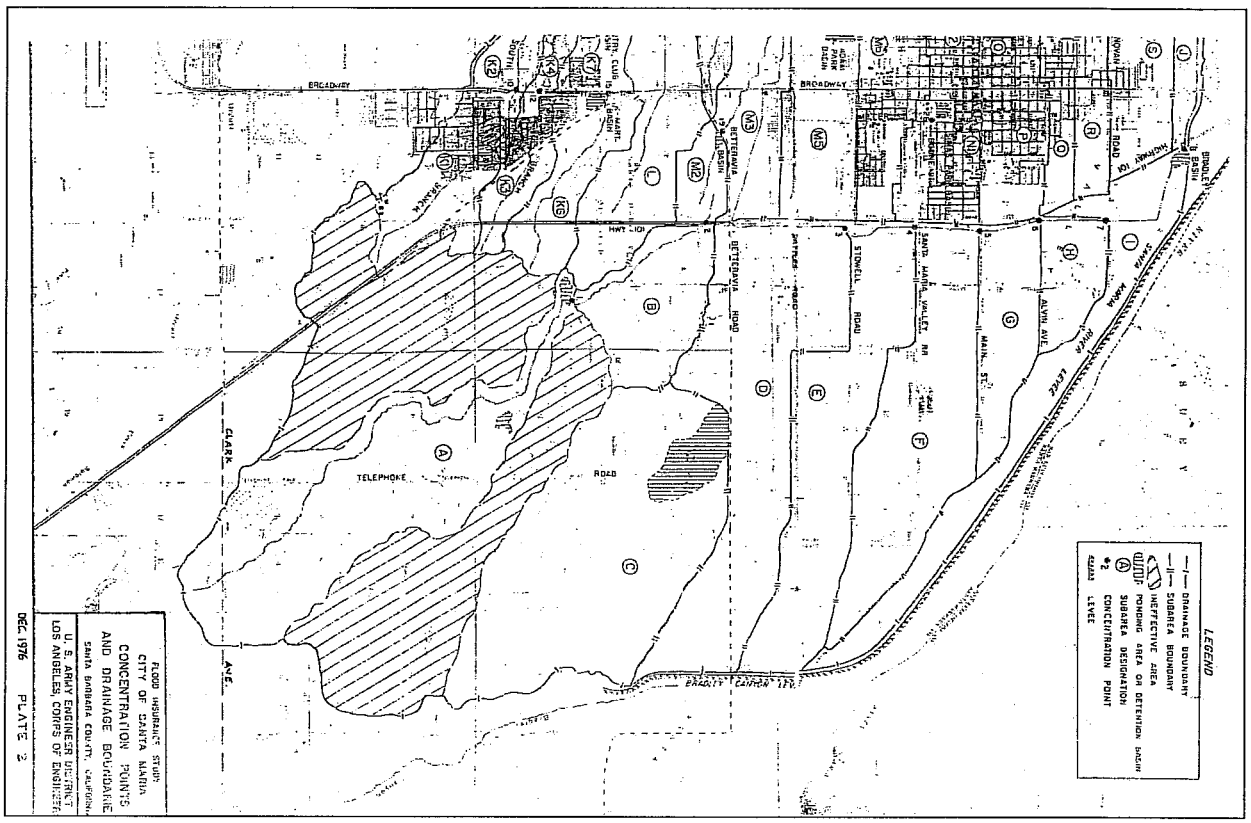
APPLICANT	SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT
BY:_____	BY: _____
DATE:_____	DATE:_____



SANTA BARBARA COUNTY
DEPARTMENT OF PUBLIC WORKS
ROAD DIVISION

	TIME OF CONCENTRATION OF SMALL DRAINAGE BASINS	FIGURE 3

Plate 2 of the Flood Insurance Study of the City of Santa Maria dated December 1976: Ineffective Watershed Area (IFA)





CERTIFICATION OF A "NO-RISE" DETERMINATION FOR A PROPOSED FLOODWAY DEVELOPMENT

Community Name

Development Name

Lot/Property Designation

Property Owner

I hereby certify that the proposed remedial measures, in combination with the property development designated above, will result in no loss of flow conveyance during the occurrence of the 1 percent annual chance of exceedence (100-year flood) discharge.

I further certify that the data submitted herewith in support of this request are accurate to the best of my knowledge, that the analyses have been performed correctly and in accordance with sound engineering practice, and that the proposed structural works are designed in accordance with sound engineering practice.

Date

Registered Professional Engineer

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

DRAINAGE IMPROVEMENT CERTIFICATION

PROJECT NAME_____ TM/TPM#_____

DP/CP#_____

ADDRESS OF PROJECT_____

APN#_____

I, the undersigned California Registered Civil Engineer, hereby certify that I or my authorized agent have inspected the Drainage Improvements (including but not limited to storm drains, drainage inlets, junctions, revetment, ditches, swales, channels and detention basins) required for the approval of the above referenced Project and that the said Drainage Improvements were constructed in substantial conformance with the approved grading and/or Improvement Plans. Sufficient material tests, where applicable, have been taken to assure that Santa Barbara County standards/specifications have been met. Copies of material tests are attached as part of this certification.

DATED_____

_____
SIGNATURE OF CIVIL ENGINEER

_____
TYPED NAME OF CIVIL ENGINEERING/REG NO

_____
FIRM OR COMPANY NAME

_____
ADDRESS OF FIRM

Seal

SUBMIT COMPLETED FORM TO THE SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT PRIOR TO OCCUPANCY CLEARANCE REQUEST.

Letter A1

COMMENTER: Matt Griffin, Flood Control District Engineering Manager, Santa Barbara County Flood Control & Water Conservation District

DATE: December 4, 2025

Response A1.1

Brittany Odermann, Deputy CEO, County of Santa Barbara, transmitted the comments of the Santa Barbara County Flood Control and Water Conservation District. No response is necessary.

Response A2.2

The commentor states the project site is currently unimproved and historically used for agriculture, with no existing structures. The commentor states that commercial development will rapidly increase and accelerate runoff from the site, which could significantly impact downstream properties and roadways because the site is west of most city drainage and flood control improvements.

As discussed on page 61 of the Initial Study (IS) (IS/EIR Appendix A), the proposed project is required to comply with the City of Santa Maria Municipal Code Chapter 8-12A and the Central Coast Regional Water Quality Control Board's Post-Construction Stormwater Management Requirements. The proposed project would include bioretention basins, permeable pavers, landscaped areas, and other flow-control and treatment features sized to manage the increased impervious surface area. These facilities are specifically designed to capture, treat, infiltrate, and slowly release stormwater consistent with regulatory requirements and standard engineering practice in the Santa Maria Valley. No further response is required.

Response A1.3

The commentor states that the Flood Control District's Standard Conditions of Project Plan Approval require detention basins to collect all onsite flows and release them at a controlled rate not to exceed 0.07 cubic feet per second (cfs) per acre of development.

The proposed project has been designed to meet these requirements. As discussed on page 4 of the IS (IS/EIR Appendix A), the proposed project would incorporate low impact development (LID) measures including bioretention basins, permeable surfaces, and landscaped areas that are sized to ensure that post-construction runoff rates do not exceed pre-development conditions. These features are consistent with both City stormwater standards and the Flood Control District's requirements for flow attenuation and rate control.

Response A1.4

The commentor states that an alternative approach could involve conveying stormwater to the Santa Maria River, though this may be challenging due to distance and lack of public right-of-way.

This comment is acknowledged. The project's stormwater system has been designed to meet all required standards, therefore assessing an alternative system is not necessary.

Response A1.5

The commentor states that detention basins are the recommended mitigation measure, consistent with standard practice in the Santa Maria Valley, to address increased runoff from new development.

Refer to Response to comment A1.1.

Outlook

RE: 1680 West Stowell EIR

From Carly V. Barham <BarhamC@sbcapcd.org>
Date Mon 12/8/2025 10:56 AM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>
Cc Bryan D. Wong <WongB@sbcapcd.org>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Hi Cody,

Hope you had a great weekend, and an enjoyable Thanksgiving break a few weeks ago. We wanted to circle back to see if the City was able to discuss the approach to the GHG impact analysis for the Stowell distribution facility with Rincon and/or if the City has further thoughts/concerns with the methodology?

As we discussed, reading through the Initial Study, the analysis seems to miss the mark on evaluating criteria "a."

8. Greenhouse Gas Emissions

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

A2.1

If I'm understanding it correctly, the analysis seems to be contenting that this impact will be evaluated using the project's consistency with a qualified GHG reduction plan and uses the 2022 CARB Scoping Plan and 2023 SBCAG RTP/SCS to tier from. I don't believe that either of these plans would meet the definition of a qualified GHG reduction plan consistent with *CEQA Guidelines* Section 15183.5. The project's consistency with the 2022 Scoping Plan and RTP/SCS would be applicable to the evaluation of impact criteria "b.".

We just received an EIR completed by Rincon for the City of Goleta Shelby Residential Project. If you review the GHG Impact Analysis (Section 4.6.3, pages 4.6-9 through 4.6-16), this discussion is much more in line with our understanding of appropriate methodology and substantial evidence for these impact determinations.

Thanks,
Carly

Carly Barham
Planning Division
Air Pollution Control District
Santa Barbara County

Letter A2

COMMENTER: Carly V. Barham, Planning Division, Air Pollution Control District, Santa Barbara County

DATE: December 8, 2025

Response A2.1

The commenter states that the City should clarify its approach to the GHG impact analysis for the Stowell distribution facility.

The City of Santa Maria does not have a Climate Action Plan (CAP) or similar document and therefore there are no numeric thresholds or local verified CAP with which to compare emissions for determining significance. Santa Barbara County has a CAP, however that is unincorporated County only and does not include the City emissions, therefore it is not directly applicable to the Incorporated areas. Without conducting a City-wide inventory, the project itself cannot come up with an appropriate numeric threshold. The project implemented the use of consistency with State and Regional GHG reduction plans for the determination of both CEQA impact questions. Under CEQA, significance may be evaluated based on consistency with applicable State and regional GHG reduction plans and policies when local thresholds or CAPs are currently not available. Accordingly, the IS evaluates GHG impacts based on consistency with State and regional plans, such as the 2022 Scoping Plan, which establishes the framework that future local CAPs and numeric thresholds would be expected to implement. Therefore, consistency with the plans that would be used to develop local CAPs and/or numeric thresholds would make the proposed project consistent with potentially established verified plans and/or numeric thresholds. Further, the methodology used for the IS is consistent with the methodology used in the City's General Plan EIR. No further response is required.

Outlook

Impact of traffic to schools on or near Stowell Rd.

From John Hollinshead <johnhollinshead@smbsd.net>
Date Thu 12/18/2025 4:22 PM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>; Darren McDuffie <dmcduffie@smbsd.net>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Hello Dr. McDuffie and Mr. Graybehl,

I spoke on behalf of myself and the SMBSD at a recent planning commission study session that was centered on a proposed Amazon distribution site on West Stowell Rd, 2.8 miles west of Hwy US 101. I expressed my dismay as a board member that we had not been privy to this development or asked how the traffic associated with it on Stowell would have adverse affects on our sites and the safe timely arrival of our students. There are multiple sites on/adjacent to Stowell and just removed a block or two. In addition the arteries off Stowell feed additional schools. Stowell is a historically heavily impacted road and has very limited capacity to change its volume physically. Currently the chief remediation of negative impact would involve attempting to better time traffic signals through updated new hardware and software at main thoroughfares. Needless to say, as a resident of Speed street, I have currently seen the diversion of traffic on my street that is a result of daily ebbs and flows of traffic density on Stowell, Broadway, and Miller. It is not enjoyable as a resident to have heavy and sometimes loud (trucks) travel on our residential street to bypass build up on the aforementioned roads, nor is it safe for our students and family as they make their way to and from their respective sites. There are multiple start times depending on our sites and the Santa Maria High School.

Mr. Graybehl was kind enough to reach out after the study session to express his apologies for the school district not having been notified of this development and thus included in providing feedback and questions about its impact upon us. He asked in turn to know the contact information for whomever would be best to contact for current and future communication of these projects, which affect our schools and their attendees/families. Hopefully this email can provide a jumping off point for providing that person(s) name(s) and communicating the impacts that this and future projects would have on our District. I know the city is working toward making this a more livable and safe place to call home. The governance team needs to balance the immediate need for funding and jobs with the long term safety, housing, and possible adverse livability impacts of our city to perpetuate that goal.

A3.1

A3.2

A3.3

Thank you both for your time and consideration in this community matter.

Best regards,

John Hollinshead
johnhollinshead@smbsd.net
Santa Maria Bonita School Board
Trustee District 5

Letter A3

COMMENTER: John Hollinshead, Trustee District 5, Santa Maria-Bonita School District

DATE: December 18, 2025

Response A3.1

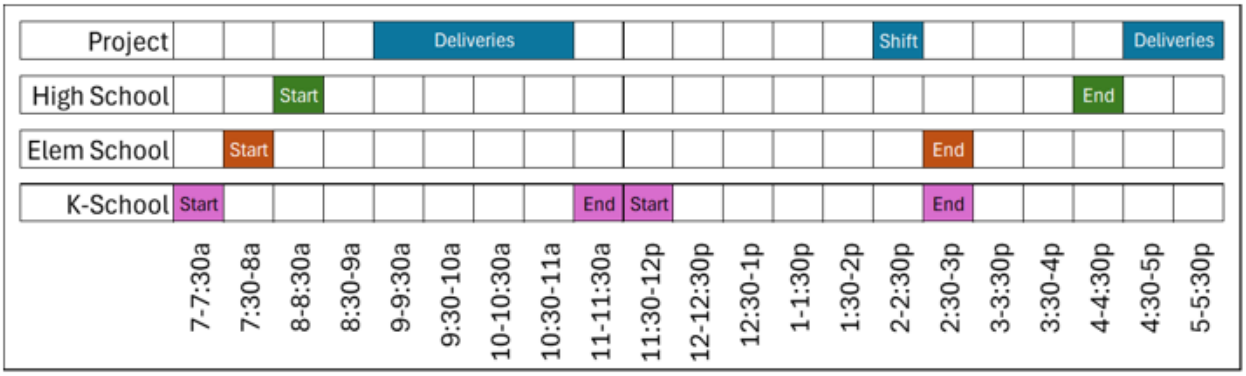
The commenter expresses concern that the school district was not informed about the project or consulted on potential traffic impacts to school sites along or near Stowell Road, which could affect the safe timely arrival of students.

This comment is acknowledged. The City provided formal notice to the school district during the Notice of Preparation (NOP) review period. City staff received certified mail receipts from multiple school district representatives confirming delivery of the NOP materials. The certified mailing and distribution list used to notify school district representatives were included in the City's correspondence to the school district. No further response is required.

Response A3.2

The commenter notes that Stowell Road is historically heavily impacted, has limited capacity for physical expansion, and serves as an artery to multiple schools. Current mitigation options appear limited to improved traffic signal timing through updated hardware and software. The commenter shares personal observations as a resident of Speed Street, where traffic includes heavy and loud trucks that bypasses congestion on Stowell, Broadway, and Miller, creating safety concerns for students and families.

The City acknowledges the commenter's concerns regarding student safety along Stowell Road. As described in the Draft EIR, project-generated traffic does not coincide with the peak school traffic periods and therefore is not anticipated to affect the safe and timely arrival of students. The project's traffic analysis evaluated the distribution of project-generated trips throughout a typical day and found that most trips would occur during non-peak traffic periods in the morning and evening. As shown in the chart below, project-related trips would occur primarily during the mid-morning and early afternoon, outside of school peak traffic periods. In addition, project van delivery drivers would use a routing application that incorporates real-time traffic data to avoid congested corridors and identify the most efficient travel paths for deliveries. Residential streets would be used only when making direct deliveries to homes. Traffic congestion on Stowell Road occurs at specific times of day and is associated with different school related activities. School-related traffic appears primarily in the early morning between approximately 7:30 and 8:30 a.m., corresponding with student drop-off periods for kindergarten, elementary, and high schools. Additional school-related traffic occurs in the mid-afternoon, around 2:30 to 4:00 p.m., aligning with student dismissal times. Project-related traffic would occur intermittently throughout the day, with noticeable activity during mid-morning (around 9:00 to 11:00 a.m.) and again in the afternoon at 2:00 p.m. and at 4:30 p.m., outside school-related traffic periods. The chart below illustrates the times of day when project trips are expected to occur and compares them to the school traffic periods identified in the TIS.



Thereby, the project would not impact roadway conditions in a way that would make travel more dangerous through increased congestion as it would not add substantial traffic during the identified peak travel times when students are typically on the road. Under CEQA, transportation safety is evaluated based on whether a project creates new or substantially increased hazards, not whether it increases congestion. The Draft EIR shows the project would not create hazardous conditions, interfere with emergency response, nor impact multimodal safety; therefore, no safety impact would occur. Safety is addressed in Draft EIR Section 4.1, *Transportation* and Table ES-2, (Summary of Impacts). The Draft EIR concludes under Impact TRA-3 (Geometric Design Hazards) that the project would not substantially increase hazards due to roadway design features or incompatible land uses, and that impacts would be less than significant without mitigation. Similarly, Impact TRA-4 (Emergency Access) finds that the project would not result in inadequate emergency access, also resulting in a less-than-significant impact. These findings demonstrate that the project would not create unsafe roadway conditions and that safety for all roadway users including pedestrians, bicyclists, and school-age children along the Stowell Road would be maintained.

In addition, the project includes pedestrian and bicycle improvements that would enhance multimodal safety along the corridor. These improvements are consistent with the City's recent investments in pedestrian infrastructure on Stowell Road. As noted in the Draft EIR (page 4.1-8): "Notably, between 2024 and 2025, the City of Santa Maria implemented pedestrian safety and accessibility upgrades along Stowell Road, including high-visibility crosswalks, ADA-compliant curb ramps, new sidewalks, and improved bus stop infrastructure. These improvements enhance connectivity and safety in the area, and the proposed project would not interfere with them". These recent enhancements, combined with the project's proposed multimodal improvements and the timing of project trips outside school peak hours, ensure that the project would not adversely affect student safety along Stowell Road. No further response is required.

Response A3.3

The commenter emphasizes the need for ongoing collaboration between the City and the school district to balance economic development with long-term safety, housing, and livability impacts.

The City shall continue to keep the school district informed throughout the remaining phases of the entitlement and CEQA process and shall provide notice of future public hearings, actions, and decisions associated with the project.

Outlook

Re: Impact of traffic to schools on or near Stowell Rd.

From Darren McDuffie <dmcduffie@smbsd.net>
Date Fri 12/19/2025 3:00 PM
To John Hollinshead <johnhollinshead@smbsd.net>
Cc Cody Graybehl <cgraybehl@cityofsantamaria.org>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Dear Board Member Hollinshead,

Thank you for reaching out and providing this detailed information regarding the proposed Amazon distribution site on West Stowell Road.

I appreciate you bringing your concerns to the forefront, particularly regarding student safety and the existing traffic density issues. Your insights as both a board member and a resident are invaluable as we evaluate the potential impact on our school sites and surrounding neighborhoods. A4.1

I will work with our staff to review the specifics of this development and connect with Mr. Graybehl to provide additional feedback and build a communication bridge for future projects.

Thank you again for your time and advocacy on behalf of our students and families.

Best regards,

--

Dr. Darren McDuffie
Superintendent of Schools
Santa Maria-Bonita School District
708 S. Miller Street, Santa Maria, CA 93454
dmcduffie@smbsd.net | 805-361-8110

Santa Maria-Bonita School District
CULTIVATING BRIGHT FUTURES

On Thu, Dec 18, 2025 at 4:22 PM John Hollinshead <johnhollinshead@smbsd.net> wrote:

> Hello Dr. McDuffie and Mr. Graybehl,
>
> I spoke on behalf of myself and the SMBSD at a recent planning commission study session that was centered on a proposed Amazon distribution site on West Stowell Rd, 2.8 miles west of Hwy US 101. I expressed my dismay as a board member that we had not been privy to this development or asked how the traffic associated with it on Stowell would have adverse affects on our sites and the safe timely arrival of our students. There are multiple sites on/adjacent to Stowell and just removed

a block or two. In addition the arteries off Stowell feed additional schools. Stowell is a historically heavily impacted road and has very limited capacity to change its volume physically. Currently the chief remediation of negative impact would involve attempting to better time traffic signals through updated new hardware and software at main thoroughfares. Needless to say, as a resident of Speed street, I have currently seen the diversion of traffic on my street that is a result of daily ebbs and flows of traffic density on Stowell, Broadway, and Miller. It is not enjoyable as a resident to have heavy and sometimes loud (trucks) travel on our residential street to bypass build up on the aforementioned roads, nor is it safe for our students and family as they make their way to and from their respective sites. There are multiple start times depending on our sites and the Santa Maria High School.

Mr. Graybehl was kind enough to reach out after the study session to express his apologies for the school district not having been notified of this development and thus included in providing feedback and questions about its impact upon us. He asked in turn to know the contact information for whomever would be best to contact for current and future communication of these projects, which affect our schools and their attendees/families. Hopefully this email can provide a jumping off point for providing that person(s) name(s) and communicating the impacts that this and future projects would have on our District. I know the city is working toward making this a more livable and safe place to call home. The governance team needs to balance the immediate need for funding and jobs with the long term safety, housing, and possible adverse livability impacts of our city to perpetuate that goal.

Thank you both for your time and consideration in this community matter.

Best regards,

John Hollinshead
johnhollinshead@smbsd.net
Santa Maria Bonita School Board
Trustee District 5

Letter A4

COMMENTER: Dr. Darren McDuffie, Superintendent of Schools. Santa Maria-Bonita School District

DATE: December 19, 2025

Response A4.1

The commenter acknowledges receipt of an email from a Santa Maria-Bonita School District Board Member about the proposed fulfillment center distribution site and concerns raised regarding student safety and traffic density. The commenter plans to coordinate with the City Planner and maintain communication for future projects.

The comment is acknowledged. John Hollinshead of the Santa Maria Bonita School District provided additional comments related to the project. Responses to his comments are included in Letters A3 and A7 of this Response to Comment document. The City's responses to those letters are provided therein. No further response is required.

California
Department of Conservation
Geologic Energy Management Division

Gavin Newsom, Governor
Jennifer Lucchesi, Director
715 P Street, MS 1803
Sacramento, CA. 95814
T: (916) 445-5986

Letter A5

December 19, 2025

VIA EMAIL

Mr. Cody Graybehl
City of Santa Maria Planning Department
110 S Pine St, Santa Maria, CA 93458
cgraybehl@cityofsantamaria.org

Property Owner(s): Seefried Industrial Properties
Project Location Address: 1680 West Stowell Road in Santa Maria, California

PROJECT TITLE: PACKAGE DELIVERY WAREHOUSE PLANNED DEVELOPMENT SCH 2025080640

Public Resources Code (PRC) section 3208.1 establishes re-abandonment responsibility when previously plugged and abandoned oil, gas or geothermal wells will be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near previously abandoned oil, gas, and geothermal wells.

A5.1

The California Geologic Energy Management Division (CalGEM) has received the above-referenced project dated August 8, 2025. To assist local permitting agencies, property owners, and developers in making safe and practical land use decisions regarding potential development near oil, gas, or geothermal wells, CalGEM provides a table in the attached enclosure of the wells within the parcel boundary or in its vicinity, based on CalGEM's Well Finder database (https://maps.conservation.ca.gov/doggr/wellfinder/).

CalGEM categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking at the landowner's expense if there is a need to access a well. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment (consisting of well servicing rig, pumping equipment, pipe trailer) to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure. Impermeable barriers such as asphalt, concrete, and plastic may trap hazardous gases and liquids underneath and could create a safety hazard if built over a well that later develops a leak.

A5.2

CalGEM recommends that any well for which access is impeded or built over, against CalGEM's advice, should be evaluated by a qualified petroleum professional for compliance with the statutory objectives of isolating all hydrocarbon-bearing strata; protecting underground and surface waters; prevention of subsequent damage to life, health, property, and other resources; and prevention of loss of oil, gas, or reservoir energy. CalGEM recommends that wells that do not meet these standards are abandoned or re-abandoned prior to construction.

Docusign Envelope ID: E40F61CD-0 6 2 A - 4D83-AE97-E63A85E95536

The well information can be accessed through CalGEM's Well Finder database mentioned above. PRC section 3208, subdivision (a), provides the primary statutory authority for CalGEM to oversee adequate abandonment of wells. Additionally, CalGEM has developed the regulatory guidance for operators to be followed during well abandonment, which are listed within California Code of Regulation, title 14 (CCR) section 1723 and associated sub-sections (for onshore wells), and section 1745 and associated sub-sections (for offshore wells).

A5.2

There is no guarantee that a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. Due to the inability to predict all subsurface conditions or changes, it always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. CalGEM acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantee that such abandoned wells will not leak.

CalGEM advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations in Latitude and Longitude, NAD 83 decimal format, and leak testing results should be provided to CalGEM. CalGEM expects any wells found leaking to be reported to CalGEM immediately.

PRC section 3208.1 gives CalGEM the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for re-abandonment as:

1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to re-abandon the well and be responsible for the re-abandonment.

A5.3

2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be re-abandoned, or to follow the advice of the supervisor or district deputy not to undertake construction that impedes access, then the person or entity causing the construction over or near the well shall obtain all rights necessary to re-abandon the well and be responsible for the re-abandonment.

3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the re-abandonment.

Should any wells require abandonment or re-abandonment, the responsible party must submit a Notice of Intention (NOI) to CalGEM through WellSTAR. The NOI form can be accessed in the 'Plugging and Abandonment' section of the following link: https://www.conservation.ca.gov/calgem/for_operators.

No well work may be performed on any oil, gas, or geothermal well without written approval from CalGEM. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. CalGEM also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR section1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below the surface of the ground. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from CalGEM is required before work can start. **A5.4**

CalGEM makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, CalGEM recommends that information regarding the below identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property. **A5.5**

2. CalGEM recommends that any soil containing hydrocarbons 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.

As indicated in PRC section 3106, CalGEM has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to CalGEM's authority to order work on wells pursuant to PRC sections 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC sections 3236, 3236.5, and 3359 for violations within CalGEM's jurisdictional authority. CalGEM does not regulate grading, excavations, or other land use issues. **A5.6**

Should you have any questions, or if any wells are encountered that were not part of this letter, contact CalGEM at 805-937-7246 or via email at CalGEMNorthern@conservation.ca.gov.

Sincerely,

Jon Iverson
Supervising Oil & Gas Engineer
Northern District

Enclosure

cc: Ben Ochoa bochoa@seefriedproperties.com,
Eric VonBerg evonberg@rinconconsultants.com
jan.perez@conservation.ca.gov
OLRA@conservation.ca.gov
state.clearinghouse@opr.ca.gov
Chrono
CSWR Folder
Well File

Docusign Envelope ID: E40F61CD-062A-4D83-AE97-E63A85E95536

Enclosure: The wells listed below are reported to be located within and nearby the parcel boundary and may have future access impeded.

A5.7

API No.	Well Name
0408302417	Hope 1

Letter A5

COMMENTER: Jon Iverson, Supervising Oil & Gas Engineer, Northern District, California Department of Conservation, Geologic Energy Management Division

DATE: December 19, 2025

Response A5.1

The commenter summarized Public Resources Code Section 3208. This comment is acknowledged. No further response is required.

Response A5.2

The commenter states that building over or impeding access to oil, gas, or geothermal wells should be avoided. The commenter states that sufficient access for well servicing equipment must be maintained and warns that impermeable barriers like asphalt or concrete can trap hazardous gases and create safety hazards. The commenter states that any well with impeded access should be evaluated by a qualified petroleum professional and, if necessary, abandoned or re-abandoned prior to construction to meet safety standards.

Although the proposed project cannot avoid the well location, the City is requiring full compliance with all applicable CalGEM rules in compliance with State regulations to maintain required access and implement safety measures consistent with current guidelines. As discussed on page 1-13 of the Draft EIR, oil well abandonment work, including sealing off oil and gas bearing units, pressure grouting, etc. actions would be performed by a State-licensed contractor under the regulatory oversight and approval of CalGEM. This re-abandonment work would be conducted prior to conducting subsurface activities. No further response is required.

Response A5.3

The commenter states that all wells on the parcel should be tested for liquid and gas leakage, with survey coordinates and test results submitted to CalGEM. The commenter states that any leaks must be reported immediately. The commenter states that responsibility for re-abandonment falls on the property owner, developer, or any party disturbing well integrity, depending on circumstances outlined in PRC section 3208.1.

This comment is acknowledged. This comment does not pertain to the proposed project or the environmental analysis presented in the Draft EIR. The City would require full compliance with all applicable CalGEM rules in compliance with State regulations to maintain required access, and implement safety measures consistent with current guidelines. No further response is required.

Response A5.4

The commenter states that a Notice of Intention must be submitted via WellSTAR and written approval obtained from CalGEM before any well work, including abandonment or casing modifications. The commenter states that well casings must be cut off 5–10 feet below grade per CCR section 1723.5.

This comment is acknowledged. The project shall comply with all applicable CalGEM regulations, including the requirement under CCR Section 1723.5 that well casings be cut and sealed 5–10 feet below grade. All abandonment activities would be completed in accordance with current CalGEM standards and procedures, as discussed on page 1-13 of the Draft EIR. No further response is required.

Response A5.5

The commenter states that well information should be recorded in property title documents for future owners and that any hydrocarbon-contaminated soil should be disposed of according to applicable laws.

The City acknowledges these requirements. Well information shall be recorded in the property title documents for disclosure to future owners. Hydrocarbon-contaminated soil encountered during project activities would be managed and disposed of in accordance with all applicable federal, state, and local regulations, as discussed on page 1-13 of the Draft EIR. No further response is required.

Response A5.6

The commenter restates CalGEM's jurisdiction and regulatory authority and provides contact information should questions arise.

This comment is acknowledged. No further response is required.

Response A5.7

The commenter states that one well, Hope 1 (API No. 0408302417), is located within or near the parcel and may have future access impeded.

The City acknowledges the presence of Hope 1 well (API No. 0408302417) within the project site. As discussed on page 2-13 of the Draft EIR, the proposed project would ensure that project design and access requirements comply with all applicable CalGEM setback, access, and operational standards. If any access needs for CalGEM inspection, maintenance, or monitoring are identified, the proposed project would be designed to accommodate those requirements consistent with state regulations. No further response is required.

apcd air pollution control district
SANTA BARBARA COUNTY

December 24, 2025

Cody Graybehl
City of Santa Maria
Community Development Department
110 South Pine Street, #101
Santa Maria, California 93458

Sent Via Email: cgraybehl@cityofsantamaria.org

Re: Santa Barbara County Air Pollution Control District Comments on the Draft Environmental Impact Report for the Stowell Road Package Delivery Warehouse, SCH # 2025080640

Dear Mr. Graybehl:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of a 244,418 square foot package delivery warehouse. The delivery warehouse will operate 24/7 to support delivery of packages to customer locations between 10:00 a.m. and 9:00 p.m. The main on-site facility will include delivery and distribution, office and processing uses, including shipping and receiving of packages. A fleet service center is also proposed. Approximately 34 line-haul trucks (semi-trailer trucks) are expected to deliver packages to the warehouse each day. Up to 345 delivery vans may depart from the delivery warehouse at a rate of up to 72 vans per 20 minutes to facilitate regulated traffic flow into the surrounding area. The project includes a Tier 4, diesel-powered emergency fire pump engine. Construction of the proposed project is anticipated to occur over one year, from approximately March 2026 through July 2027. Electricity will be provided by Pacific Gas & Electric and no natural gas pipes will be installed. Solar roof arrays and an 'after the meter' Battery Energy Storage System will be installed to offset electrical energy demand with a design capacity of 750 kilowatts direct current. As part of the project's development proposal, an oil and gas well (Hope Well# 1, API# 0408302417) located in the southwestern corner of the project site abandoned in the 1950s is planned to be re-abandoned in accordance with current CalGEM standards. The subject property, a 32-acre parcel zoned PD/CM-AG (Planned Development/Commercial Manufacturing - Agriculture Overlay) and identified in the Assessor Parcel Map Book as APN 117-820-012 and 117-820-013, is located at 1680 West Stowell Road in the City of Santa Maria.

A6.1

The District has the following comments on the Draft EIR:

1. **Air Quality Mitigation**. The EIR includes Table 1-2: *Issues Not Studied in the EIR*. Air Quality is listed as an issue area not studied and it is noted that the inclusion of Mitigation Measure AQ-1: *Line-Haul Trucks Requirement* will reduce the project's impact of criteria pollutant emissions to a less than significant level. Please ensure that MM AQ-1 is included in the Mitigation Monitoring and Reporting Plan (MMRP) for the project. The MMRP should explicitly state the required mitigations and establish a mechanism for enforcement. As previously mentioned in our letter dated September 6, 2024, we recommend that the measure include additional specificity as to how ongoing compliance with the model year commitment will be monitored and enforced, such as through a robust trucking plan.

A6.2

Additionally, the language of MM AQ-1 is unclear and revisions are advised to align the language with the intended requirement(s). Currently, the measure states that: "*The proposed project owner or operators shall require the use of line-haul trucks with model years 2014 or newer* ***that meet Tier 4 Standards for off-road diesel engines*** [emphasis added]." The proposed line-haul trucks are not off-road engines subject to the EPA Tier standards for off-road equipment. Therefore, we suggest the measure be revised to state that the proposed project is required to use line-haul trucks with model year 2014 or newer on-road engines. Separately, please consider if it is the City's/applicant's intention to include a mitigation measure that requires the use of off-road diesel engines that meet Tier 4 emission standards, either during the construction and/or operational phase of the project. A6.2

2. **Greenhouse Gas Analysis**. The EIR indicates that greenhouse gas (GHG) emissions will not be studied in the EIR as the Initial Study found impacts to be less than significant. As noted in our September 15, 2025 letter in response to the NOP of an EIR, we advise that the City consider whether the Initial Study has accurately and adequately evaluated the potential GHG impacts of the project. Impact criteria "a." requires an analysis of whether the project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The Initial Study states that this impact will be evaluated using the project's consistency with a qualified GHG reduction plan and uses the 2022 CARB Scoping Plan and 2023 SBCAG RTP/SCS to tier from. It is our understanding that neither of these plans would meet the definition of a qualified GHG reduction plan consistent with CEQA Guidelines Section 15183.5. The project's consistency with the 2022 Scoping Plan and RTP/SCS is more closely applicable to the evaluation of impact criteria "b.," whether the projects conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. In sum, the City should ensure that the project's GHG impacts have been adequately disclosed, analyzed, and mitigated as necessary. A6.3

3. **Oil Well Abandonment**. Please note that if contaminated soils are found at the project site, either through the re-abandonment of the oil and gas well or other earth-moving activities, the District must be contacted to determine if an Authority to Construct, Permit to Operate and/or a written permit exemption approval will be required. District permits are required for all soil vapor extraction activities. District permits are also required for the excavation ("dig-and-haul") of more than 1,000 cubic yards of contaminated soil. Excavation projects less than or equal to 1,000 cubic yards are eligible for a written permit exemption. Proof of receipt of the required District permit or permit exemption should be submitted by the applicant to planning staff prior to grading/building permit issuance. A6.4

4. **Construction Impacts.** The *Air Quality and Greenhouse Gas Technical Report for the West Stowell Delivery Station* (May 22, 2025) states on page 22 that off-road equipment greater than or equal to 50 horsepower (HP) will utilize Tier 4 Final engines. As such, a Tier 4 construction fleet for equipment greater than or equal to 50 HP was assumed when modeling the project in CalEEMod. The lead agency should ensure this project design feature is implemented through permit conditions or other enforceable mechanism. In addition, to minimize construction-related impacts, the District's fugitive dust reduction measures (**Attachment A**) and diesel exhaust reduction measures (**Attachment B**) are recommended for all construction and/or grading activities. A6.5

5. **Operational Diesel Particulate and NOx Emission Reduction Measures**: Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. To reduce air quality and health risk impacts from mobile sources associated with warehouses and distribution centers, all feasible air pollution emission reduction measures should be included into project design in addition to Mitigation Measure AQ-1: *Line-Haul Trucks Requirements*. Please see the operational-phase diesel equipment exhaust control measures in **Attachment C**. A6.6

6. **Permits Required/CEQA Role**: The proposed project includes installation of a diesel-powered emergency fire pump (317 HP, Tier 4 Final engine) to provide water for the building's fire suppression system. The equipment will require a District Authority to Construct (ATC) permit and as part of District permit issuance, a health risk assessment (HRA) will be required to demonstrate that operation of this equipment does not cause a significant risk to surrounding receptors. The District will not issue a permit if an HRA shows that a significant impact will occur. As a responsible agency under the California Environmental Quality Act (CEQA) on this project, the District will make a decision on the adequacy of the CEQA document for our use when issuing air permits. Any unmet requirements for environmental review pursuant to CEQA will be addressed as part of District permit issuance. A6.7

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 979-8337 or via email at BarhamC@sbcapcd.org.

Sincerely,

Carly Barham

Carly Barham,
Planning Division

Attachments: Attachment A: Fugitive Dust Control Measures
Attachment B: Construction Diesel Particulate and NO_x Emission Measures
Attachment C: Operational Diesel Particulate and NO_x Emission Measures

cc: Planning Chron File

ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

Projects involving earthmoving activities are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345). The following measures should be implemented to reduce fugitive dust emissions and impacts.

- During construction, use water trucks, sprinkler systems, or dust suppressants in all areas of vehicle movement to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. When using water, this includes wetting down areas as needed but at least once in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device 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 importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. The amount of excavated material or waste materials stored at the site should be minimized.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, or if previously graded areas remain inactive for more than 10 calendar days, treat the disturbed area by watering, OR using roll-compaction, OR revegetating or hydroseeding, OR by applying non-toxic soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. proposed to be paved should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress.

All measures required by the Lead Agency shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map prior to grading/building permit issuance and/or map recordation. Conditions shall be adhered to throughout all grading and construction periods. The name and telephone number of a dust control contact shall be provided to the APCD prior to grading/building permit issuance and/or map clearance. The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

A6.5

ATTACHMENT B
CONSTRUCTION DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

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

The following measures are required by state law:

- **Portable Engines**: All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program (PERP)[1] OR shall obtain an APCD permit.
- **Off-Road Equipment**: Fleet owners of diesel-fueled mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation[2]. All off-road vehicles subject to this regulation must use renewable diesel fuel, with some limited exceptions.
- **Diesel Trucks**: Fleet owners of on-road diesel-fueled heavy-duty trucks and buses are subject to CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), the Statewide Truck and Bus Regulation, and the Advanced Clean Fleets Regulation to reduce emissions from trucks and buses.[3]
- **Idling:** Drivers of diesel-fueled commercial motor vehicles are subject to the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.[4] Idling restrictions for off-road equipment are set forth in CARB's In-Use Off-road Diesel-Fueled Fleets Regulation.

The following measures are recommended:

- At a minimum, off-road diesel equipment should be equipped with engines compliant with, or certified to meet or exceed, CARB Tier 4 emission standards. Where available, off-road construction equipment should be zero-emission. Alternative/renewable fuels such as compressed natural gas (CNG), liquefied natural gas (LNG), or propane should be utilized to the maximum extent feasible when zero-emission is not available. Electric auxiliary power units should be used. The Lead Agency should require commitments to Tier 4 and/or zero-emission equipment in applicable bid documents, purchase orders, and contracts; successful contractors should demonstrate the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities. **A6.5**
- On-road heavy-duty equipment with model year 2014 or newer engines, or powered by zero- or near zero-emission technology, should be used whenever feasible.
- All portable generators should be powered by a source other than diesel or gasoline (i.e., battery, natural gas, propane, etc.)
- All construction equipment should be maintained in tune per the manufacturer's specifications.
- The number of construction equipment operating simultaneously should be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Proposed truck routes should minimize impacts to residential communities and sensitive receptors.
- 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. Construction activity schedules and hours should be planned and adjusted as feasible to maximize distance from existing sensitive receptors and minimize exposure to air pollution.

Prior to grading/building permit issuance and/or map recordation, all measures required by the Lead Agency shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout grading and construction periods. The contractor shall retain onsite the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles and have it available for inspection. The Lead Agency shall ensure measures are on project plans and/or recorded with maps and ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

[1] https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp
[2] https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation
[3] https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/truckstop
[4] https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about

ATTACHMENT C
OPERATIONAL DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

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

The following measures are required by state law:

- **Portable Engines**: All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program (PERP)[1] OR shall obtain an APCD permit.[2]
- **Diesel Trucks and Buses**: Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to the California Air Resources Board (CARB)'s Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), the Statewide Truck and Bus Regulation, the Innovative Clean Transit Rule, and the Advanced Clean Fleets Regulation to reduce emissions from trucks and buses.[3]
- **TRUs**: The Airborne Toxic Control Measure (ATCM) for In-Use Diesel-Fueled Transportation Refrigeration Units (TRU), TRU Generator Sets, and Facilities Where TRUs Operate[4] requires applicable facility owners or owner/operators to register their facility with CARB and ensure compliance of TRUs operating onsite.
- **Idling:** Drivers of diesel-fueled commercial motor vehicles are subject to the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling Drivers.[5]
- **Schools**: Diesel buses and other commercial vehicles are subject to the ATCM to Limit School Bus Idling and Idling at Schools.[6]
- **Logistics Facilities**: New or expanded logistics facilities must meet the standards, and design and siting requirements of California Assembly Bill 98 (AB 98) to regulate warehousing and associated trucking activities starting in 2026.[7]

A6.6

The following measures are recommended as applicable:

- Require (or incentivize) zero-emission trucks for facility operations to the maximum extent feasible. At a minimum, all heavy-duty trucks entering, or on, the project site should be model year 2014 or later.
- Utilize zero-emission off-road service equipment (yard equipment, forklifts, pallet jacks etc.) within the site.
- Install electric charging infrastructure to support zero-emission vehicles and equipment.
- Install vegetative walls or other effective barriers that separate loading docks and people living or working nearby. [8]
- Restrict diesel trucks and support equipment from idling longer than two minutes whilst on site. Condition a "no idle" zone at locations where there is the potential for a significant health risk.
- Require all emergency generators to be powered by a source other than diesel or gasoline (e.g. battery, natural gas, propane, etc.).
- **TRU Use:** Equip all loading/unloading docks and trailer spaces with electrical hookups for trucks or auxiliary power units. Require TRUs entering the project site to be plug-in capable to the maximum extent feasible. Utilize zero-emission refrigeration technology, such as all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration. Limit onsite TRU diesel engine runtime to no longer than 15 minutes.

All measures required by the Lead Agency shall be made enforceable for the project through conditions of approval, incorporation in the project description or a Mitigation Monitoring and Reporting Program, or other enforceable mechanism. The Lead Agency shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

[1] https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp

[2] In some situations, portable and/or temporary engines, require a District permit irrespective of PERP-registration status. See www.ourair.org/wp-content/uploads/PERPfaq.pdf for more information on the operation of PERP-registered engines at stationary sources.

[3] More information on CARB's on-road regulations available at https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/truckstop

[4] https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/applicable-facility-requirements

[5] https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about

[6] https://ww2.arb.ca.gov/resources/documents/school-bus-idling-and-idling-schools

[7] For legislative text on AB 98 see https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB98

[8] Effectiveness of Sound Wall-Vegetation Combination Barriers as Near-Roadway Pollutant Mitigation Strategies (2017). Available at https://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/13-306.pdf

Letter A6

COMMENTER: Carly Barham, Planning Division, Santa Barbara County Air Pollution Control District

DATE: December 24, 2025

Response A6.1

The commenter summarized the proposed project. This comment is acknowledged.

Response A6.2

The commenter states that the Draft Environmental Impact Report (EIR) Mitigation Measure AQ-1 must be clearly included in the Mitigation Monitoring and Reporting Program (MMRP) with enforceable mechanisms. They also ask for clarification of Mitigation Measure AQ-1's engine standards, requesting it specify "2014-or-newer on-road truck engines" and seek confirmation on whether Tier 4 off-road engines apply to construction or operations.

Mitigation Measure AQ-1 is included in Chapter 4, *Mitigation Monitoring and Reporting Program,* of this Final EIR, and has been revised per the commenter's request.

The air quality analysis completed for the IS (IS/EIR Appendix A), for the project relied on a mixture of Tier 4 off-road equipment and average equipment as a part of the client provided construction list. To ensure this requirement is implemented as part of the project, compliance with Tier 4 equipment standards shall be incorporated as a condition of project approval. Because the use of Tier 4 equipment is already required by state regulations and incorporated into the project description, no additional construction mitigation measures are required. No further response is required.

In response to this comment, Mitigation Measure AQ-1 on page 1-9 of the Draft EIR has been revised as follows:

AQ-1 Line-Haul Trucks Requirement. The proposed project owner or operators shall require the use of line-haul trucks that meet standards for ~~Tier 4 Standards for off-road diesel engines~~ on-road trucks with model year 2014 or newer engines.

Response A6.3

The commenter states that the Draft EIR does not include a project-level greenhouse gas (GHG) analysis and relies on consistency with the 2022 CARB Scoping Plan and 2023 RTP/SCS, which they contend do not qualify as CEQA-qualified GHG reduction plans under Section 15183.5. They request that the City ensure the project's GHG emissions are adequately disclosed, analyzed, and mitigated.

The City of Santa Maria does not have a Climate Action Plan (CAP) or similar document and therefore there are no numeric thresholds or local verified CAP with which to compare emissions for determining significance. Santa Barbara County has a CAP, however that is unincorporated County only and does not include the City emissions, therefore it is not directly applicable to the Incorporated areas. Without conducting a City-wide inventory, the project itself cannot come up with an appropriate numeric threshold. Under CEQA, significance may be evaluated based on consistency with applicable State and regional GHG reduction plans and policies when local thresholds or CAPs are currently not available. Accordingly, the IS evaluates GHG impacts based on consistency with State and regional plans, such as the 2022 Scoping Plan, which establishes the framework that future local CAPs and numeric thresholds would be expected to implement. Therefore, the project implemented the use of consistency with State and Regional GHG reduction plans for the determination of both CEQA impact questions. Consistency with the plans that would be used to develop local CAPs and/or numeric thresholds would make the proposed project consistent potentially established verified plans and/or numeric thresholds. Further, the methodology used for the Initial Study is consistent with the methodology used in the City's General Plan EIR. No further response is required.

Response A6.4

The commenter states that if contaminated soils are discovered during oil well re-abandonment or earth-moving activities, the district must be contacted to determine permit requirements. They note that permits are required for soil vapor extraction and excavation of more than 1,000 cubic yards of contaminated soil. They also state that proof of permits or exemptions should be provided before grading/building permits are issued.

As discussed on page 2-13 of the Draft EIR, the existing oil well is planned to be re-abandoned in accordance with all current CalGEM requirements and standards. While it is not anticipated that contaminated soils would be encountered, if contaminated soils are to be discovered during the well re-abandonment or other earth-moving activities, the Air District shall be consulted and required permits shall be obtained prior to the continued work as is required by Santa Barbara County Air Pollution Control District (SBCAPCD). No further response is required.

Response A6.5

The commenter states that the technical report assumes off-road equipment ≥50 HP will use Tier 4 Final engines and recommends enforcing this through permit conditions. They also recommend implementing fugitive dust and diesel exhaust reduction measures provided in Attachments A and B of the provided letter.

The air quality analysis provided as part of the IS (IS/EIR Appendix A) indicated that the proposed project would use Tier 4 equipment for all equipment greater than 50 horsepower as part of the project design. To ensure this is implemented as part of the project, this would be incorporated as a condition of approval for the project. No construction mitigation was required as part of the proposed project. The commenter recommended implementing Fugitive Dust Control Measures and Construction Diesel Particulate and NO_X Emission Reduction Measures. Fugitive Dust Control Measures from (SBCAPCD) are required under District Rules 302, 303, and 345. The recommended exhaust emissions reduction measures are based on State regulatory requirements and laws. As the recommended measures are enforceable through existing rules and regulations, the proposed project would be required to implement them and therefore they are not included as mitigation. These measures therefore would be implemented as part of the proposed project. To ensure that these measures are adequately implemented, the requirement to follow the SBCAPCD's Fugitive Dust Control Measures and Construction Diesel Particulate and NO_X Emission Reduction Measures shall be incorporated as a condition of approval. No further response is required.

Response A6.6

The commenter states that diesel exhaust is carcinogenic and recommends incorporating all feasible emission reduction measures beyond AQ-1. They suggest measures such as zero-emission trucks and equipment, charging infrastructure, and anti-idling zones provided in Attachment C of the provided letter.

With implementation of Mitigation Measure AQ-1, operational emissions were reduced to less than significant levels. Therefore, additional mitigation is not required. However, the recommended Operational Diesel Particulate and NO_X Emission Reduction Measures are all measures that are required under state law. Therefore, these measures would be implemented as part of project operations. To ensure that these measures are adequately implemented, the requirement to follow the SBCAPCD's Operational Diesel Particulate and NO_X Emission Reduction Measures shall be incorporated as a condition of approval. No further response is required.

Response A6.7

The commenter states that the proposed diesel-powered emergency fire pump requires a District Authority to Construct permit and a Health Risk Assessment (HRA). They note that the district will not issue a permit if the assessment shows significant risk and will review CEQA adequacy during permit issuance.

The proposed project would include a generator for the emergency fire pump. The implementation of the generator would, as stated, require a permit through the SBCAPCD which requires an HRA. An HRA is conducted for the permit process based on generator specific information and installation location. At this time, the exact generator that would be used and the exact location of the generator are unknown; therefore, a HRA cannot be accurately conducted to satisfy the permitting requirements. Nevertheless, the environmental analysis conservatively evaluated emissions associated with an emergency fire pump generator. As it is understood that the implementation of the generator would not be allowed if there is a health risk above regulatory requirements, the installation of the generator was found to be less than significant. Prior to the installation and operation of the generator, the project applicant would be required to obtain all applicable SBCAPCD permits, including preparation and approval of an HRA, and to demonstrate compliance with all applicable health-based thresholds and regulatory standards. If the generator could not meet applicable requirements, the permit would not be issued, or conditions would be imposed to ensure compliance. To ensure implementation of these requirements, a condition of approval shall require the applicant to obtain all required air district permits and to comply with all applicable SBCAPCD rules and regulations prior to installation and operation of the generator. With these safeguards in place, potential health risks would be addressed through the established regulatory process. No further response is required.

Outlook

Re: Impact of traffic to schools on or near Stowell Rd.

From John Hollinshead <johnhollinshead@smbsd.net>
Date Mon 12/29/2025 7:20 PM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Hello Mr. Graybehl,

Please accept my apologies for this late submission. I have been caring for my mother and time got away from me. I have informed the SMBSD staff of my concerns around the project, but they are on break and likely have not responded. Please accept this letter as my input as both Board Trustee for SMBSD and a concerned citizen in the immediate vicinity of Stowell Rd. **A7.1**

The proposed Amazon Fulfillment Center location over 2.5 miles form US Hwy 101 is out of line in its adverse effects on neighborhoods next to our local schools and safe arrival of our students to their respective area campuses.

As to the traffic and safety effects upon SMBSD campuses, please consider the proximity and adverse effects upon Sanchez school, Adam School (two blocks off Stowell), Miller School (two blocks off Stowell on Miller Street), and a school yet to be built just adjacent to Depot and Stowell. There is significant crosswalk pedestrian traffic in the form of students and their families making their way to these respective schools. In addition there is substantial vehicle and bus traffic to those schools as well as those attending Liberty and Jimenez schools. The existing challenges of those crossings and the crosswalk associated with SMHS present significant safety concerns on our part, namely volume of student pedestrians vs. vehicle density. At current the density of traffic is such that a significant number of vehicles moving to the east on Stowell choose to avoid constricted travel on northbound Miller and instead divert through Speed street to Camino Colegio. I imagine this happens to the streets in the area of Depot, Blosser, Broadway and College. My wife and neighbors have born witness to the increasingly traffic on Speed street when children are present en route to school. The existing traffic density presents significant safety concerns and difficulties. **A7.2**

The significant increase in density and the ensuing safety issues it brings is also unacceptable to our neighbors and us. We have repeatedly witnessed increase traffic when Stowell is backed up and traffic self diverts to Speed. This traffic often drives at excessive speed and carelessly.

I commute to work on Stowell Road. Upon my return home I turn onto westbound Stowell off College. With the increased packing shed traffic I have nearly been t-boned several times by semis running a red light at this intersection. No change in timing of lights will mitigate this. The increase vans and semis associated with Amazon will most certainly increase the likelihood of accidents and near misses.

I understand that as a planner you have limited control of some things that have been imposed upon you from the past. The way Santa Maria often works is that families who own property are accommodated by zoning as the plan from 1994 has done for the Bognuda Trust. I can only assume so, given the poor proximity to highway entry and exit is terrible for “efficiency”. A choice closer to the freeway and east of it would certainly make more sense in this regard. **A7.3**

The scenario for Amazon is well established in placement of “Fulfillment “ centers. Pick a city with a primarily low socio-economic populous and significant multi-zoned land. The adjacent land to the

proposed site is was noted to be Santa Barbara County land. Good luck getting Santa Barbara County to allow this kind of set up. Additionally there was no overtures made to Santa Barbara, San Luis Obispo, or any cities in between. It feels obvious as to why Amazon ultimately chose SM and not our neighbors to the north or south. The warehouse jobs noted are susceptible to Automation and no significant ongoing revenue was noted, so the longterm benefit is limited. A7.3

I don't believe this building is a safe or desirable addition to our city in its current iteration and placement. Please revoke this plan on the grounds that that stresses and safety concerns it imposes upon Santa Maria are unacceptable.

Thank you for your consideration in this matter.

Regards,

John Hollinshead
johnhollinshead@smbsd.net
Santa Maria Bonita School Board
Trustee District 5

On Thu, Dec 18, 2025 at 4:22 PM John Hollinshead <johnhollinshead@smbsd.net> wrote:

> Hello Dr. McDuffie and Mr. Graybehl,
>
> I spoke on behalf of myself and the SMBSD at a recent planning commission study session that was centered on a proposed Amazon distribution site on West Stowell Rd, 2.8 miles west of Hwy US 101. I expressed my dismay as a board member that we had not been privy to this development or asked how the traffic associated with it on Stowell would have adverse affects on our sites and the safe timely arrival of our students. There are multiple sites on/adjacent to Stowell and just removed a block or two. In addition the arteries off Stowell feed additional schools. Stowell is a historically heavily impacted road and has very limited capacity to change its volume physically. Currently the chief remediation of negative impact would involve attempting to better time traffic signals through updated new hardware and software at main thoroughfares. Needless to say, as a resident of Speed street, I have currently seen the diversion of traffic on my street that is a result of daily ebbs and flows of traffic density on Stowell, Broadway, and Miller. It is not enjoyable as a resident to have heavy and sometimes loud (trucks) travel on our residential street to bypass build up on the aforementioned roads, nor is it safe for our students and family as they make their way to and from their respective sites. There are multiple start times depending on our sites and the Santa Maria High School. A7.4
>
> Mr. Graybehl was kind enough to reach out after the study session to express his apologies for the school district not having been notified of this development and thus included in providing feedback and questions about its impact upon us. He asked in turn to know the contact information for whomever would be best to contact for current and future communication of these projects, which affect our schools and their attendees/families. Hopefully this email can provide a jumping off point for providing that person(s) name(s) and communicating the impacts that this and future projects would have on our District. I know the city is working

toward making this a more livable and safe place to call home. The governance team needs to balance the immediate need for funding and jobs with the long term safety, housing, and possible adverse livability impacts of our city to perpetuate that goal.

Thank you both for your time and consideration in this community matter.

Best regards,

John Hollinshead
johnhollinshead@smbsd.net
Santa Maria Bonita School Board
Trustee District 5

Letter A7

COMMENTER: John Hollinshead, Trustee District 5, Santa Maria Bonita School District

DATE: December 29, 2025

Response A7.1

The commenter states they have informed SMBSD staff of their concerns regarding the project, but district staff are currently on break and may not yet have had an opportunity to respond. The commenter requests that this letter be accepted as their input both in their capacity as an SMBSD Board Trustee and as a resident living in the immediate vicinity of Stowell Road.

The comment is acknowledged. No further response is required.

Response A7.2

The commenter states that the proposed fulfillment center will have adverse effects on neighborhoods and the safe arrival of students to nearby schools. The commenter identifies specific schools impacted: Sanchez, Adam, Miller, a future school near Depot and Stowell, and notes significant pedestrian and vehicle traffic at crosswalks, including Santa Maria High School. The commenter expresses concern about existing traffic congestion on Stowell and diversion of vehicles onto residential streets like Speed Street, creating safety hazards for children and families. They report witnessing speeding and careless driving in these areas. The commenter shares personal experiences of near accidents with semis running red lights at Stowell and College, warning that additional delivery vans and semis will increase accident risks.

Refer to Response to comment A3.2. The project would not substantially increase roadway hazards or result in inadequate emergency access (See Impacts TRA-3 and TRA-4 of the Draft EIR), with impacts determined to be less than significant without mitigation. Roadway safety would be maintained for all existing users, including pedestrians, bicyclists, and school-age users. Additionally, through the Conditional Use Permit process using Conditions of Approval, the project would be required to make improvements to existing infrastructure impacted by the project that will include transportation improvements. The exact improvements will be included in the staff report to the Planning Commission. Additionally, project van delivery drivers would use a trip route application based on real-time traffic data to avoid congested routes and identify the most efficient route for delivery of packages. Van delivery drivers would use residential streets only when delivering to a residence.

Response A7.3

The commenter criticizes the site selection, suggesting it is poorly located for efficiency and chosen because Santa Maria has a low socio-economic population and multi-zoned land. They note adjacent land is in Santa Barbara County, which likely would not allow such development.

As discussed on page 3-2 of the Draft EIR, the project site is designated Heavy Commercial/Manufacturing (HCM) under the City of Santa Maria General Plan and zoned PD/CM-AG (Planned Development / Commercial Manufacturing – Agriculture Overlay) within the adopted West Stowell Specific Plan. These designations allow for warehouse, distribution, and related industrial uses. The City has the authority to review projects submitted for development but does not have the authority to require applicants to develop specific properties.

Response A7.4

The commenter expresses concern that the school district was not informed about the project or consulted on potential traffic impacts to school sites along or near Stowell Road, which could affect the safe timely arrival of students.

This comment is acknowledged. The City provided formal notice to the school district during the Notice of Preparation (NOP) review period. City staff received certified mail receipts from multiple school district representatives confirming delivery of the NOP materials. The certified mailing and distribution list used to notify school district representatives were included in the City's correspondence to the school district. No further response is required.

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

CALTRANS DISTRICT 5
50 HIGUERA STREET | SAN LUIS OBISPO, CA 93401-5415
(805) 549-3101 | FAX (805) 549-3329 TTY 711
www.dot.ca.gov

December 29, 2025

SCH #2025080640
SB/166/6.019

Cody Graybehl
Senior Planner
City of Santa Maria
110 South Pine Street Suite 101
Santa Maria, CA 93442

Re: Package Delivery Warehouse Planned Development Permit Draft Environmental Impact Report (DEIR)

Dear Mr. Graybehl:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Package Delivery Warehouse Planned Development Permit Draft Environmental Impact Report (DEIR). **A8.1**

Caltrans' Local Development Review (LDR) branch reviews local land use projects and plans to ensure consistency with the State of California mission and planning priorities. The following comments are based on our review of the November 2025 DEIR.

Traffic Operations Comments

Alternate routes proposed in Appendix C Traffic Impact Study (TIS) dated May 2025 include directing traffic from Stowell Road to State Route 166 (SR 166). SR 166 in this area already experiences significant congestion during peak hours, especially at the intersection with Blosser Road. The project should not direct additional traffic onto this road if Stowell Road is experiencing congestion. Caltrans recommends that the City of Santa Maria provide further comments on whether the other proposed alternate routes, including Battles Road, Betteravia Road, and Miller Street, also experience congestion. **A8.2**

Caltrans recommends including calculation of vehicle miles traveled (VMT) based on the Institute of Transportation Engineers (ITE) Trip Generation Codes, as to reinforce that the calculated VMT already included in the TIS are a conservative estimate. Please revise Transportation Section 4.1.2 of the DEIR to clarify Caltrans has updated its **A8.3**

guidelines via the Transportation Impact Study Guide (2020) to use VMT as its primary metric for determining a project's transportation impacts. **A8.3**

Alternatives Section 6.4 states that Alternative 2 is the environmentally superior alternative but "may not fully meet the operational needs of the applicant." Further clarify which alternative is planned to be implemented. If any alternatives, besides the No-Build Alternative and Reduced Size Alternative enter consideration, verify that the VMT analysis & TIS documents account for the new alternatives. **A8.4**

Should you have any questions or need further clarification on the items discussed above, please contact me at (805) 888-1508 or email christopher.bjornstad@dot.ca.gov. **A8.5**

Sincerely,

Christopher Bjornstad

Chris Bjornstad
Associate Transportation Planner
District 5 Development Review

CC:

Veronica Lezama, Branch Chief – Regional Planning &
Local Development Review (South)

Letter A8

COMMENTER: Chris Bjornstad, Associate Transportation Planner, District 5 Development Review, California Department of Transportation

DATE: December 29, 2025

Response A8.1

The commenter summarized Caltrans local development review process. This comment is acknowledged.

Response A8.2

The commenter states the TIS includes directing traffic from Stowell Road to SR 166, which already experiences significant congestion, especially at Blosser Road. The commenter advises against adding traffic to SR 166 if Stowell Road is congested and requests clarification on congestion levels for other alternate routes (Battles Road, Betteravia Road, Miller Street).

Refer to Response to comment A3.2.

Response A8.3

The commenter states that VMT calculations should be based on ITE Trip Generation Codes to confirm conservative estimates. The commenter states that Caltrans uses VMT as the primary metric for transportation impacts per its 2020 Transportation Impact Study Guide and recommends revising the Draft EIR Section 4.1.2 to reflect this.

Page 4.1-5 of the Draft EIR is revised to reflect the 2020 guidance:

> In December 2018, OPR issued a Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). The technical advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The technical advisory suggests a significance threshold for VMT that is based on state mandated GHG emission reduction targets. The technical advisory recommends a quantitative per capita or per employee VMT that is 15 percent below that of existing development as a possible threshold of significance that would comply with the state's long-term climate goals. In 2020, Caltrans updated its guidelines via the Transportation Impact Study Guide (2020) to use VMT as its primary metric for determining a project's transportation impacts.

The Draft EIR uses City of Santa Maria VMT thresholds of significance as identified on page 4.1-7. VMT is calculated using daily traffic volumes, and the delivery center land use produces substantially higher daily volumes than a warehouse of the same square footage. If the ITE industrial land use category had been used, VMT would have been lower. For example, a 169,000-square-foot warehouse would generate approximately 166 daily trips, whereas the user-supplied land-use data for the proposed delivery center results in an estimated 2,128 daily trips. This represents a more accurate calculation of VMT for the project. No further response is required.

Response A8.4

The commenter states that Alternative 2 is identified as environmentally superior but may not meet operational needs. The commenter requests clarification on which alternative will be implemented. The commenter states that if new alternatives are considered, the VMT analysis and TIS documents should account for them.

Section 15126.6 of the *CEQA Guidelines* requires a Draft EIR to examine a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen the significant adverse impacts. It also requires the identification of an environmentally superior alternative along with a "no project" alternative. Although an identified alternative can be selected as the project to be approved, in this case the proposed project is being requested to be approved by the Planning Commission. The alternatives chapter, starting on page 6-1, provides an assessment of VMT for those alternatives.

Response A8.5

The commenter provided their contact information. This comment is acknowledged. No further response is required.

ADAMS BROADWELL JOSEPH & CARDOZO
A PROFESSIONAL CORPORATION
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601 GATEWAY BOULEVARD, SUITE 1000
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RACHAEL E. KOSS
AIDAN P. MARSHALL
ALAURA R. McGUIRE
ISABEL TAHIR

Of Counsel
DANIEL L. CARDOZO
MARC D. JOSEPH

December 15, 2025

Via Email and U.S. Mail

Chenin Dow, Director
Community Development Department
110 South Pine Street, Suite 101
Santa Maria, CA 93458
Email: cdow@cityofsantamaria.org

Patti Rodriguez, City Clerk
Clerk/ Records Division
110 E. Cook Street
Santa Maria, CA 93454
Email: cityclerk@cityofsantamaria.org

Via Email Only:

Cody Graybehl, Senior Planner
Email: cgraybehl@cityofsantamaria.org

Re: Request for Immediate Access to Documents Referenced in the Draft Environmental Impact Report – Seefried Package Delivery Planned Development Permit Project (SCH No. 2025080640)

Dear Ms. Dow, Ms. Rodriguez, and Mr. Graybehl:

We are writing on behalf of Californians Allied for a Responsible Economy ("CARE CA") to request ***immediate access*** to any and all documents referenced, incorporated by reference, and relied upon in the Draft Environmental Impact Report ("DEIR") prepared for the Seefried Package Delivery Warehouse Planned Development Permit Project (SCH No. 2025080640) ("Project"), proposed by Seefried Industrial Properties, Inc. ("Applicant"). *This request excludes a copy of the DEIR. This request also excludes any documents that are currently available on the City of Coachella website, as of today's date*.[1] O1.1

The Project proposes to develop a 244,418 square-foot package delivery warehouse building and associated infrastructure and related improvements. The 32-acre Project site is located at 1680 West Stowell Road, Santa Maria, California 93458 (APNs 117-820-012 and 117-820-013).

[1] Accessed https://www.cityofsantamaria.org/services/departments/community-development/planning-division/planning-policies-and-regulations/environmental-impact-reports on December 15, 2025.

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Our request for ***immediate access*** to all documents referenced in the DEIR is made pursuant to the California Environmental Quality Act ("CEQA"), which requires that all documents referenced, incorporated by reference, and relied upon in an environmental review document be made available to the public for the entire comment period.[2] O1.1

Please use the following contact information for all correspondence:

U.S. Mail
Rachel Levine
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email
rlevine@adamsbroadwell.com

If you have any questions, please call me at (650) 589-1660 or email me at rlevine@adamsbroadwell.com. Thank you for your assistance with this matter.

Sincerely,

Rachel L. Levine
Legal Assistant

RLL:acp

[2] *See Public Resources Code § 21092(b)(1) (stating that "all documents referenced in the draft environmental impact report" shall be made "available for review"); 14 Cal. Code Reg. § 15087(c)(5) (stating that all documents incorporated by reference in the EIR . . . shall be readily accessible to the public"); see also Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007) (EIR must transparently incorporate and describe the reference materials relied on in its analysis); Santiago County Water District v. County of Orange (1981) 118 Cal.App.3rd 818, 831 ("[W]hatever is required to be considered in an EIR must be in that formal report. . ."), internal citations omitted.*

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Letter O1

COMMENTER: Rachel L. Levine, Legal Assistant, Adams Broadwell Joseph & Cardozo

DATE: December 15, 2025

Response O1.1

The commenter notes they are writing on behalf of Californians Allied for a Responsible Economy ("CARE CA") to request immediate access to any and all documents referenced, incorporated by reference, and relied upon in the Draft EIR prepared for the proposed project.

The City has provided all documents referenced, incorporated by reference, and relied upon in the Draft EIR document. The City added all documents requested to their website for downloading on or near 12/30/2025. The requested information on the project can be accessed at https://www.cityofsantamaria.org/services/departments/community-development/planning-division/planning-policies-and-regulations/environmental-impact-reports. No further response is required.

Outlook

Stowell Rd Package Delivery Warehouse Planned Development Permit (PD2024-0003)

From claire.wineman@grower-shipper.com <claire.wineman@grower-shipper.com>
Date Mon 12/15/2025 12:06 PM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>
Cc Frank Albro Jr. <falbro@cityofsantamaria.org>; Mark Mueller <mmueller@cityofsantamaria.org>; Thomas Watson <twatson@cityofsantamaria.org>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Good afternoon,

On behalf of the Grower-Shipper Association of Santa Barbara and San Luis Obispo Counties, I would like to respectfully request an extension of the Stowell Rd Package Delivery Warehouse Planned Development Permit (PD2024-0003) Draft EIR comment deadline to at least Friday, January 16. This modest deadline extension would allow the Association and the public to consider the information raised at the upcoming Planning Commission Study Session to understand what is being proposed and to prepare comments accordingly, especially considering upcoming holiday closures. **O2.1**

Furthermore, we understand that there may be a potential discrepancy between the project description and materials currently out for review and what is actually being proposed. If so, this fatal flaw must be addressed with subsequent time for public review. We respectfully request adequate time to review an accurate project description and supporting technical materials in preparing public comment on the Draft EIR. **O2.2**

Thank you for your consideration of this reasonable and modest request and we look forward to your prompt reply!

Sincerely,
Claire

Claire Wineman
President
Grower-Shipper Association
of Santa Barbara and San Luis Obispo Counties
Mailing Address-*NEW*:
PO Box 309
Santa Maria, CA 93456
Physical Address:
534 E Chapel St
Santa Maria, CA 93454
Phone: 805.343.2215
Cell: 805.868.8245
Email: claire.wineman@grower-shipper.com

Letter O2

COMMENTER: Claire Wineman, President, Grower-Shipper Association of Santa Barbara and San Luis Obispo Counties

DATE: December 15, 2025

Response O2.1

The commenter requests to extend the Draft EIR comment deadline for the project to at least Friday, January 16 to allow time for the Association and public to review information from the upcoming Planning Commission Study Session and prepare comments, especially given holiday closures.

The City acknowledged this request for an extension of the Draft EIR comment deadline. The comment period was extended to Friday, January 16, 2026, as requested. No further response is required.

Response O2.2

The commenter notes a possible discrepancy between the project description and materials currently out for review versus what is actually proposed. If confirmed, this should be corrected and additional time for public review should be provided.

The City has reviewed the Draft EIR regarding a potential discrepancy between the project description and materials currently under review and has not identified any discrepancy. In follow-up discussions with the commenter, it was clarified that their concern relates to the identification of off-site improvements, which were believed not to be included in the project description. The IS circulated with the NOP (published August 14, 2025) identified these elements. As discussed on page 5, under the heading *Site Circulation and Parking*, the IS states:

> Access to the site would be provided via three unsignalized driveways (see Figure 3). The westernmost driveway would provide access for all line-haul trucks with vans and employees entering the site via the central and easternmost driveways, which would provide access to parking lots to the north, west, and east of the main building. On-site improvements would involve parking lot striping. Off-site circulation improvements would include installation of parking lot striping, two east bound travel lanes, a bike lane, sidewalk, pedestrian barricade, and streetlights.

No further response is required.

BLUM, COLLINS & HO LLP
ATTORNEYS AT LAW
10250 CONSTELLATION BOULEVARD
SUITE 2300
LOS ANGELES, CALIFORNIA 90067
(213) 572-0400

December 23, 2025

Cody Graybehl
Senior Planner
City of Santa Maria
Planning Division, Community Development Department
110 South Pine Street, Suite 101
Santa Maria, CA 93454

Via Email to:
cgraybehl@cityofsantamaria.org

Subject: Comments on Package Delivery Warehouse Planned Development Permit EIR (SCH NO. 2025080640)

Dear Mr. Graybehl,

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Package Delivery Warehouse Planned Development Permit Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance, P.O. Box 79222, Corona, CA 92877. O3.1

1.0 Summary

The Project proposes the construction and operation of a 244,418 square-foot (sf) package delivery hub, including one (1) 169,104 square-foot (sf) distribution facility featuring a main warehouse, training room, break room, office space, fleet service center, and various support structures on an approximately 32-acre site at 1680 West Stowell Road. The other accessory structures include a Loading Awning - East (33,545 sf), Loading Awning - West (34,325 sf), Remote Restrooms (906 sf), Automated Vehicle Inspection Structures (1,545 sf), and the Fleet Service Center (4,993 sf). The Project requires a Planned Development Permit, including a modification to exceed the 35-foot building height limit to 45 feet. O3.2

2.0 Project Description

The IS/EIR describes the Project operations as follows:

"Delivery warehouses operate 24/7 to support the delivery of packages to customer locations between 10:00 a.m. and 9:00 p.m. The main on-site facility would include delivery and distribution, office and processing uses, including shipping and receiving of packages. Approximately 34 line-haul trucks (semi-trailer trucks) would be expected to deliver packages to the warehouse each day.

The customer packages would be sorted by address groupings, assigned to the delivery routes, placed onto movable racks, and staged for dispatch. Delivery drivers would arrive at the delivery warehouse around 9:20 a.m. and begin queuing for loading. Up to 345 delivery vans would depart from the delivery warehouse at a rate of up to 72 vans per 20 minutes to facilitate a regulated traffic flow into the surrounding area. Approximately 8–10 hours after dispatch, delivery routes would be completed, and the vans would return to the station intermittently between 8:10 p.m. and 9:50 p.m. with all delivery vans staying onsite.

Parking for up to 990 passenger cars and vans would be available on-site. There would be 12 stalls at the loading dock to accommodate semi-trucks on the south side of the main facility. Parking for overnight fleet vehicles and drivers' personal vehicles totaling 272 spaces would be available north of the building."

O3.2

1.4 Issues Not Studied in Detail in the EIR

1.4.3: Air Quality, 1.4.6: Energy, and 1.4.8: Greenhouse Gas Emissions

The Initial Study states that, "The Project is not a use permitted by right in the Commercial/Manufacturing/Agricultural Overlay Zoning District (PD/CM-AG) of the West Stowell Specific Plan." Therefore, it is not accounted for in the AQMP, RTP/SCS, or the City's General Plan. The EIR must be revised to state this information and include a finding of significance; it must also be recirculated for public review and comment. See also the attached air quality comments and analysis from SWAPE.

O3.3

The IS/EIR does not include relevant environmental justice issues for analysis in reviewing potential impacts, including cumulative impacts from the proposed Project. This conflicts with CEQA Guidelines Section 15131 (c), which requires that "Economic, social, and particularly housing factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a Project are feasible to reduce or avoid

O3.4

the significant effects on the environment identified in the EIR. If information on these factors is not contained in the EIR, the information must be added to the record in some other manner to allow the agency to consider the factors in reaching a decision on the Project." According to CalEnviroScreen 4.0[1], CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed Project's census tract (6083002402) ranks in the 80th percentile for overall pollution burden, meaning it is among the areas of the state most highly burdened by pollution.

The surrounding community bears the impact of multiple sources of pollution and is more polluted than average on several pollution indicators measured by CalEnviroScreen. The census tract ranks among the most severely impacted in several areas that impact water quality. The census tract ranks in the 100th percentile for groundwater threats. People who live near contaminated groundwater may be exposed to chemicals moving from the soil into the air inside their homes[2]. Accordingly, the census tract ranks in the 53rd percentile for drinking water impacts, which indicates that it ranks with the worst quality drinking water in the state. Poor communities and people in rural areas are exposed to contaminants in their drinking water more often than people in other parts of the state[3]. The census tract also ranks in the 83rd percentile for impaired waters. Water pollution can harm wildlife habitats and change the number and types of plants and animals in the environment[4]. When fish and shellfish are contaminated, people who eat them can be exposed to toxic substances[5]. O3.4

The census tract also ranks in the 98th percentile for solid waste facility impacts. Solid waste facilities can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations[6]. The census tract also ranks in the 96th percentile for hazardous waste facility impacts. Hazardous waste generators and facilities contribute to the contamination of air, water, and soil near waste generators and facilities can harm the environment as well as people[7].

[1] https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4_0/
[2] OEHHA Groundwater Threats https://oehha.ca.gov/calenviroscreen/indicator/groundwater-threats
[3] OEHHA Drinking Water https://oehha.ca.gov/calenviroscreen/drinking-water
[4] OEHHA Impaired Waters https://oehha.ca.gov/calenviroscreen/indicator/impaired-water-bodies
[5] Ibid.
[6] OEHHA Solid Waste Facilities https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities
[7] OEHHA Hazardous Waste Generators and Facilities https://oehha.ca.gov/calenviroscreen/indicator/hazardous-waste-generators-and-facilities

Further, the Project's census tract is a diverse community including 78% Hispanic, 2.5% African-American, and 4% Asian-American residents, who are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 93% of the census tract over age 25 has not attained a high school diploma. The community also has a high rate of poverty, meaning 83% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care[8]. Poor communities are often located in areas with high levels of pollution[9]. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution[10]. Living in poverty is also an indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 55th percentile for incidence of asthma. The community also has a high rate of linguistic isolation, meaning 84% of the census tract speaks little to no English and faces further inequities as a result. O3.4

Santa Barbara County APCD's threshold of significance[11] is that a Project will not have a significant GHG impact if the operation of the project will:

- emit less than the screening significance level of 10,000 metric tons per year (MT/yr) CO2e; or
- show compliance with an approved GHG emission reduction plan or GHG mitigation program, which avoids or substantially reduces GHG emissions (sources subject to the AB 32 Cap-and-Trade requirements pursuant to Title 17, Article 5 (California Cap on Greenhouse Gas Emissions and Market-based Compliance Mechanisms) would meet the criteria); or
- show consistency with the AB 32 Scoping Plan GHG emission reduction goals by reducing Project emissions 15.3 percent below Business As Usual (BAU). O3.5

In September 2016, SBC APCD issued updated guidance[12] stating that, "On November 30, 2015, the California Supreme Court issued its opinion in Center for Biological Diversity v. California Department of Fish and Wildlife, Real Party In Interest Newhall Land and Farming. While the Supreme Court upheld the BAU approach as a valid CEQA threshold, the Court found that the

[8] OEHHA Poverty https://oehha.ca.gov/calenviroscreen/indicator/poverty
[9] Ibid.
[10] Ibid.
[11] https://www.ourair.org/wp-content/uploads/APCDCEQAGuidelinesApr2015.pdf
[12] https://www.ourair.org/wp-content/uploads/090616-GHG-memo.pdf

application of this threshold in that case was not adequately supported by substantial evidence in the record." For the proposed Project, the same standard applies. The proposed Project is not a use permitted by right in the PD/CM-AG district, and therefore, it is not accounted for in the "Business As Usual" approach; it is not accounted for in the AQMP, 2022 Scoping Plan, RTP/SCS, the City's General Plan, or any other applicable planning document. The only allowable threshold of significance is the screening level of 10,000 MT/yr of CO2e, and the proposed Project exceeds this threshold. The EIR must be revised and recirculated to include this information for analysis and include a finding of significance due to this significant and unavoidable cumulative considerable impact. O3.5

The IS/EIR acknowledges that the California Energy Code (Title 24, Part 6, of the California Code of Regulations and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations) are applicable plans for renewable energy or energy efficiency. The State of California lists three approved compliance modeling software[13] for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an approved software. The CalEEMod and spreadsheet-based modeling in Appendix F do not comply with the 2022 Building Energy Efficiency Standards and under-reports the Project's significant Energy impacts and fuel consumption to the public and decision makers. If the Project applies for a building permit on or after January 1, 2026, it must comply with the 2025 Building Energy Efficiency Standards, and only CBECC is currently listed as an approved software for the updated standards[14]. Since the IS/EIR did not accurately or adequately model the energy impacts in compliance with Title 24, it cannot conclude the Project will generate less than significant impacts, and a finding of significance must be made in a revised EIR. O3.6

1.4.11: Land Use and Planning

The IS/EIR does not provide a consistency analysis with all land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The Project has significant potential to conflict with many of these items, including but not limited to the following from the General Plan, and a revised EIR must be prepared with a complete consistency analysis in order to provide an adequate and accurate environmental document: O3.7

[13] California Energy Commission 2022 Energy Code Compliance Software https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1

[14] California Energy Commission 2025 Energy Code Compliance Software https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2025-energy-code-compliance-software

1. Goal L.U.5 Development Continuity. Discourage sprawl and "leap-frog" development.
2. Goal L.U.5 Implementation Program 1. Encourage industrial development in areas with appropriate urban services and characteristics; such services and characteristics are truck route access, railroad facilities access, relatively level terrain, available utilities, and adjacent high-intensity commercial area. Plan for residential land uses, which do not encroach on industrial districts.
3. Goal L.U.6a Balance Growth. Accommodate new development, balancing social, environmental, and economic considerations.
4. Goal L.U.6b Preserve Agricultural Resources. Accommodate growth while making every effort to preserve agricultural resources in the surrounding region.
5. Goal L.U.6c Urban/Agriculture Equilibrium. Achieve a balance between increased development and the maintenance, management, and/or preservation of local resources.
6. Objective L.U.6d. Encourage agricultural activities within the planning area to remain in operation by discouraging land uses that conflict with adjacent farming activities. O3.7
7. Goal L.U.6 Implementation Program 6. Wherever possible, new urban land uses should not be permitted on prime agricultural land. The exception to this policy would be in cases where the new development constitutes infilling between existing development nodes where agricultural activity is no longer desirable because of the surrounding of urban uses.
8. Goal L.U.11 Balance Land Use Supplies. The City will address the present imbalance between the land area designated for residential development and for those areas designated for industrial and commercial development.
9. Policy L.U.11 Jobs and Housing. Assure that a balance of land use between the employment-generating commercial and industrial uses, and residential development is achieved.
10. Objective L.U.11a. Maintain the current program of using existing land use and zoning maps to determine whether residential development is appropriate for those areas designated as industrial.
11. Objective L.U.11b. On an ongoing basis, determine if the redesignation of some industrial areas to nonindustrial uses is necessary, consistent with goals and policies of L.U.7 and good planning practice.

This is especially notable as the Initial Study states that, "The Project is not a use permitted by right in the Commercial/Manufacturing/Agricultural Overlay Zoning District (PD/CM-AG) of the West Stowell Specific Plan." Therefore, it is not accounted for in the AQMP, RTP/SCS, or the City's General Plan. The EIR must be revised to state this information and include a finding of significance; it must also be recirculated for public review and comment.

The EIR states that, "It is the intent of the West Stowell Specific Plan to use this designation along with an agricultural overlay as a means of safeguarding and encouraging agriculturally-related industrial activity adjacent to existing agricultural uses," and that, "…under the West Stowell Specific Plan similar uses are permitted subject to obtaining a conditional use permit according to the procedures set forth in Chapter 35 of the Santa Maria Zoning Ordinance. A use may be found to be similar if the Planning Commission finds that the project: (i) falls within the intent and purpose of the Commercial/Manufacturing/Agricultural Overlay Zoning District (PD/CM-AG); (ii) will not be obnoxious or detrimental to the public welfare; and (iii) is compatible with adjoining land uses." It is clear that the Planning Commission will not be able to meet the required findings since the Project is not within the intent and purpose of the PD/CM-AG district. The West Stowell Specific Plan states that the designation "…permits activities which manufacture and retail on the same site, as well as other heavy commercial uses which may be land extensive or require transport of materials by heavy truck." The Project does not propose to manufacture and retail products on the site. The Project is an industrial warehouse, not a commercial use. Further, Goal 2 of the West Stowell Specific Plan states that, "It shall be the goal of the West Stowell Specific Plan to preserve as much agricultural acreage as possible through the implementation of an Agricultural-Industrial Overlay Zone." The Project is not related to agriculture in any way, and therefore is not within the intent and purpose of the PD/CM-AG or the West Stowell Specific Plan. O3.7

Additionally, the Project will be obnoxious or detrimental to the public welfare and is not compatible with adjoining land uses. The EIR concludes that the project would generate approximately 55.08 VMT per employee per day, which exceeds the City of Santa Maria's adopted threshold of 18.82 VMT per employee (two-way trip) by approximately 237 percent. This indicates that the Project operations are not compatible with any form of existing development in the City. The Project will also exceed the SBC APCD threshold for GHG emissions and contribute to climate change. The Project will be detrimental and contribute to increased VMT and GHG emissions in the City. The EIR must be revised to include a finding of significance as there is no substantial evidence to support that the Planning Commission will

approve the request, and there is no substantial evidence that the project meets the required findings for approval.

Further, it must be noted that the horizon year of the City's General Plan is 2030. The Project is proposed within five years of the horizon year, and the IS/EIR has not included any analysis of the City's progress toward the General Plan buildout scenario. Given the EIR's statement that the proposed Project is not a permitted use in the West Stowell Specific Plan, the Project is not accounted for or analyzed by the City's current General Plan and its EIR. The Project is not within its growth projections or environmental analysis. The IS/EIR is inadequate as an informational document since it has not provided a cumulative analysis of all industrial projects approved since General Plan adoption. A revised EIR must be prepared to include this information for analysis to adequately and accurately analyze all potentially significant environmental impacts. A finding of significance must be included because the Project is not a permitted use and therefore is not accounted for in the General Plan growth projections and the General Plan EIR. O3.7

1.4.13: Population and Housing

The IS/EIR utilizes uncertain language and does not provide any meaningful analysis or supporting evidence to substantiate the conclusion that there will be no significant impacts on population and housing. For example, the IS/EIR states that, " While the construction phase would generate temporary employment opportunities, these jobs would *likely*be filled by the existing *regional* workforce and would not require an influx of new residents." Stating that these workers would already reside in the "region" is misleading to the public and decision makers. The EIR concludes regarding operational employment that, "…given the Project's location within an urbanized portion of the city with an existing employment base, these jobs are *expected* to be filled by local workers." Relying on the entire labor force within an undefined distance, potentially the greater Central California region, to fill the Project's construction and operational jobs will increase VMT and emissions during all phases of construction and operations and an EIR must be prepared to account for longer worker trip distances. The IS/EIR relies upon the total 41,620 people in the workforce in the City, but does not provide any information regarding the City's available undeployed workforce, such as evidence that this specific workforce is qualified for or interested in industrial work to substantiate this claim. O3.8

Additionally, regarding operational employees, the IS/EIR states the project will generate 558 new jobs without providing the methodology that resulted in this calculation. The EIR must be revised to include this information to provide an adequate and accurate environmental analysis.

The IS/EIR does not provide any substantial evidence to support the claim that the Project is within the City's growth projections or those of the RTP/SCS. Given that the proposed Project is not a permitted use in its land use designation, it was not accounted for in the growth projections of the General Plan nor the RTP/SCS, and a finding of significance must be included in a revised EIR. O3.8

4.1 Transportation

The IS/EIR has not adequately analyzed the Project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, or the Project's potential to result in inadequate emergency access. There are no exhibits adequately depicting the available maneuvering and queueing space for trucks/trailers at the intersection of the Project driveways and the adjacent streets. There are also no exhibits adequately depicting the on-site turning radius available for trucks maneuvering throughout the site. The EIR states that, "The Santa Maria Public Works Department has reviewed the proposed Project and confirmed that it would not create hazardous roadway conditions. Therefore, the Project would result in less than significant impacts related to hazardous design features."

However, the City Public Works Department review and findings of the proposed Project are excluded from public review, which does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and PRC 21003(b)). Incorporation by reference (CEQA § 15150 (f)) is not appropriate, as this contributes directly to the analysis of the problem at hand. A revised EIR must be prepared and recirculated to include the City Public Works Department review and findings of the proposed Project for review, analysis, and comment by the public and decision makers in order to comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and PRC 21003(b)). The IS/EIR has not provided any details regarding the requirements for SMMC Section 12-33 or meaningful analysis of the Project's compliance or noncompliance with these requirements. The IS/EIR has not included any substantial evidence to support a less-than-significant finding. A revised EIR must be prepared to include a finding of significance due to these significant and unavoidable impacts and recirculated. O3.9

The IS/EIR states regarding emergency access that, "The proposed project has been reviewed by the Santa Maria Fire Department (SMFD) and would follow the Santa Maria Fire Department's requirements to make all three access roads a minimum width to allow fire apparatus access to the proposed facility. Access and circulation would be designed to comply with all safety and street improvement standards per the SMFD and the City's Municipal Code Title 7 Traffic

Regulations." However, the City Fire Department review and findings of the proposed project are excluded from public review, which does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and PRC 21003(b)). Incorporation by reference (CEQA § 15150 (f)) is not appropriate, as this contributes directly to the analysis of the problem at hand. A revised EIR must be prepared and recirculated to include the City Fire Department review and findings of the proposed project for review, analysis, and comment by the public and decision makers in order to comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and PRC 21003(b)). O3.9

The EIR has not provided any details regarding the requirements for emergency access or meaningful analysis of the project's compliance or noncompliance with these requirements. Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents. A revised EIR must be prepared to include a finding of significance, as the EIR has not provided any meaningful evidence to support a less-than-significant finding.

6.0 Alternatives

The EIR is required to evaluate a reasonable range of alternatives to the proposed Project, which will avoid or substantially lessen any of the significant effects of the Project (CEQA § 15126.6). The alternatives chosen for analysis include the CEQA required "No Project/No Development" alternative and only one other - Reduced Size Alternative. The EIR must be revised to include analysis of a reasonable range of alternatives and foster informed decision making (CEQA § 15126.6). This should include alternatives such as development of the site with a Pproject that reduces all of the proposed Project's significant and unavoidable impacts to a less than significant level, and a mixed-use Project that provides affordable housing and exclusively local-serving commercial uses that may reduce VMT, GHG emissions, and simultaneously improve Air Quality. O3.10

Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed, and a revised EIR must be prepared for the proposed Project and recirculated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of O3.11

determination for this Project. Send all communications to Golden State Environmental Justice Alliance, P.O. Box 79222, Corona, CA 92877.

Sincerely,



O3.11

Vashon Simien
Blum, Collins & Ho, LLP

Attachments:

1. SWAPE Technical Analysis

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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December 19, 2025

Gary Ho
Blum, Collins & Ho LLP
10250 Constellation Boulevard, Ste. 2300
Los Angeles, CA 90067

Subject: **Comments on the Package Delivery Warehouse Planned Development Permit Project (SCH No. 2025080640)**

O3.12

Dear Mr. Ho,

We have reviewed the November 2025 Draft Environmental Impact Report ("DEIR") and the August 2025 Initial Study/Environmental Checklist ("IS") for the Package Delivery Warehouse Planned Development Permit ("Project") located in the City of Santa Maria ("City"). The Project proposes to construct a 169,104-square-foot ("SF) warehouse and 990 parking spaces on the 32-acre site.

Our review concludes that the DEIR and IS fail to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. A revised Environmental Impact Report ("EIR") should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the Project may have on the environment.

03.13

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Emissions

When reviewing the Project's CalEEMod output files, provided in the Air Quality and Greenhouse Gas Emissions Technical Report ("AQ Analysis") as Attachment 2 to the IS in Appendix A, we identified a model input related to Project construction that is inconsistent with information disclosed in the Project documents. A revised EIR should be prepared to include an updated air quality analysis that provides a more detailed evaluation of the impact that construction of the Project may have on local and regional air quality.

O3.14

Unsubstantiated Changes to Individual Construction Phase Lengths

Review of the CalEEMod output files demonstrates that the "West Stowell Delivery Station-Construction Detailed Report" model includes changes to the default individual construction phase lengths (see screenshot below) (Appendix A, Attachment 2, pp. 223).

Screen	Justification
Construction: Construction Phases	Demolition phase was not required as Project site is undeveloped and currently used for agricultural purposes. Grading-Building Foundation phase would require 14,272 cubic yard (CY) of soil import and Grading-Rest of Site phase would require 132,622 CY, for a project total of 146,894 CY of soil import.
Construction: Off-Road Equipment	Project-specific equipment fleet, all equipment greater than 50 HP would meet Tier 4 Final engine standards.
Construction: Dust From Material Movement	Grading-Building Foundation phase would require 14,272 cubic yard (CY) of soil import and Grading-Rest of Site phase would require 132,622 CY, for a project total of 146,894 CY of soil import.

As a result of these changes, the model includes the following construction schedule (see excerpt below) (Appendix A, pp. 210):

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	4/20/2026	4/28/2026	5.00	7.00	—
Grading-Building Foundation	Grading	4/29/2026	6/9/2026	5.00	30.0	—
Grading-Rest of Site	Grading	6/10/2026	12/31/2026	5.00	147	—
Building Construction	Building Construction	6/10/2026	5/21/2027	5.00	248	—
Paving	Paving	5/22/2027	6/14/2027	5.00	16.0	—
Architectural Coating	Architectural Coating	5/22/2027	7/9/2027	5.00	35.0	—

The CalEEMod User's Guide requires any changes to model defaults be justified.[1] The justification provided for these changes is:

> "Demolition phase was not required as Project site is undeveloped and currently used for agricultural purposes. Grading-Building Foundation phase would require 14,272 cubic yard (CY) of soil import and Grading-Rest of Site phase would require 132,622 CY, for a project total of 146,894 CY of soil import" (Appendix A, pp. 223).

O3.14

Regarding the Project's construction schedule, the DEIR states that "[c]onstruction of the proposed project is anticipated to occur over one year, from approximately March 2026 through July 2027" (p. ES-3). However, the construction schedule in the model remains unsupported.

While the DEIR justifies the total construction duration of 16 months, the DEIR fails to discuss the lengths of the *individual* construction phase lengths (e.g., demolition, grading, building construction, and architectural coating) whatsoever. According to the CalEEMod User's Guide:

[1] "CalEEMod User Guide." CAPCOA, April 2022, available at: https://www.caleemod.com/documents/user-guide/01_User%20Guide.pdf, p. 13, 14.

"CalEEMod was also designed to allow the user to change the defaults to reflect site- or project-specific information, when available, provided that the information is supported by substantial evidence as required by CEQA." [2]

As the DEIR fails to provide substantial evidence to support the revised individual construction phase lengths, we cannot verify the changes. According to the CalEEMod User's Guide, each construction phase is associated with different emissions activities (see excerpt below).[3]

Table 3. CalEEMod Default Construction Phases [a]

Phase Type	Description
NON-LINEAR LAND USE TYPES (VERTICAL CONSTRUCTION)	
Demolition	Involves removing buildings or structures.
Site Preparation	Involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
Grading	Involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
Building Construction	Involves the construction of the foundation, structures, and buildings.
Paving	Involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
Architectural Coating	Involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

O3.14

By modifying the individual construction phase lengths, the model assumes there are more days to complete the construction activities required by the certain phases. The model therefore assumes fewer activities would be required per day for those phases and, consequently, less pollutants emitted per day. Until the construction phases are verified, the model may underestimate the peak daily emissions associated with certain construction activities. The model should have instead proportionately altered all phase lengths to match the proposed construction duration of 16 months.

Diesel Particulate Matter Emissions Inadequately Evaluated

The IS claims a less-than-significant health risk impact without conducting a quantified construction and operational health risk assessment ("HRA"). The DEIR and IS are thus inconsistent with CEQA's requirement to correlate the increase in emissions generated by the Project to the adverse impacts on human health caused by those emissions. Under CEQA, agencies must make a "reasonable effort to substantively connect a project's air quality impacts to likely health consequences."[4] The DEIR and IS also fail to align with the California Department of Justice ("CA DOJ") guidelines for warehouse best practices, which recommends that all potential warehouse projects prepare a quantitative HRA in accordance with the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization

O3.15

[2] "CalEEMod User Guide." CAPCOA, April 2022, available at: https://www.caleemod.com/documents/user-guide/01_User%20Guide.pdf, p. 10.
[3] "CalEEMod User Guide." CAPCOA, April 2022, available at: https://www.caleemod.com/documents/user-guide/01_User%20Guide.pdf, p. 34, Table 3.
[4] "Sierra Club v. County of Fresno." Supreme Court of California, December 2018, *available at:* https://law.justia.com/cases/california/supreme-court/2018/s219783a.html

responsible for providing guidance on conducting HRAs in California.[5] To comply with these requirements, an HRA should have been prepared to assess the potential health risks to nearby sensitive receptors from diesel particulate matter ("DPM") emissions generated during construction and operation. The sum of the Project's construction and operational cancer risk estimates should then be compared to the Santa Barbara County Air Pollution Control District ("SBCAPCD") threshold of 10 in one million.[6]

O3.15

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The IS estimates that the Project would generate net annual greenhouse gas ("GHG") emissions of 10,028 metric tons of carbon dioxide equivalents per year ("MT CO_2e/year") (see excerpt below) (p. 47, Table 14).

Table 13 Unmitigated Project Annual GHG Operational Emissions

Source Category	GHG Emissions ($MTCO_2e$)
Area	3
Mobile-Employee Vehicles (Onsite)	76
Mobile-Employee Vehicles (Offsite)	783
Mobile-Delivery Vans (Onsite)	66
Mobile-Delivery Vans (Offsite)	3,768
Mobile-Private Carrier Vehicles (Onsite)	18
Mobile-Private Carrier Vehicles (Offsite)	531
Mobile-Line-Haul Trucks (Onsite)	36
Mobile-Line-Haul Trucks (Offsite)[b]	4,344
Electricity Consumption-Buildings	15
Water	25
Waste	58
Refrigerants	224
Stationary (Fire Pump)	6
Construction (amortized)	85
Project Total	**10,038**

Source: NV5 2025 (Attachment 2)

[b] Offsite line-haul truck emissions include the total GHG emissions from haul truck travel within and outside Santa Barbara County

O3.16

However, the IS fails to compare to a numeric threshold, stating:

> "In the absence of quantitative GHG thresholds and/or a qualified GHG reduction plan for use by a project to tier or streamline its environmental analysis, CEQA provides that a lead agency can rely on regulatory compliance to show a less –than significant GHG impact if the project complies with or exceeds those programs adopted by CARB or other state agencies" (p. 46).

[5] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." CA DOJ, *available at*: https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf, p. 6.

[6] "Significant Risk Facilities." SBCAPCD, *available at*: https://www.ourair.org/significant-risk-facilities/.

While we acknowledge that the SBCAPCD has not adopted a numeric GHG threshold, other air districts like South Coast Air Quality Management District ("SCAQMD") have established a threshold of 10,000 MT CO_2e/year for industrial projects.[7] Although the Project is not formally subject to SCAQMD's guidelines, this threshold has been widely applied in CEQA practice as a reasonable, evidence-based benchmark for evaluating GHG emissions from large-scale industrial development.

In the absence of a locally adopted quantitative threshold, use of the SCAQMD industrial threshold provides a well-established and transparent framework for determining the significance of the Project's GHG emissions. To quantitatively evaluate the Project's GHG emissions, we compared the Project's GHG emissions, as estimated by the IS, to the SCAQMD numeric threshold of 10,000 MT CO_2e/year.

As previously stated, the IS/MND estimates that the Project would generate net annual GHG emissions of 10,028 MT CO_2e/year (p. 47, Table 14). When applying this threshold, the Project's air model indicates a potentially significant GHG impact (see table below). O3.16

IS/MND Annual Greenhouse Gas Emissions	
Proposed Project	**GHG Emissions**
Total Net Annual GHG Emissions (MT CO_2e/year)	10,028
SCAQMD Threshold for Industrial Facilities (MT CO_2e/year)	10,000
Exceeds?	***Yes***

As demonstrated above, the Project's estimated annual GHG emissions exceed the SCAQMD threshold for industrial facilities of 10,000 MT CO_2e/year, thus indicative of a potentially significant impact not previously addressed or mitigated in the IS. Due to the scale of the Project's emissions, we recommend the IS's less-than-significant GHG impact conclusion not be relied upon. A revised EIR should be prepared, including an updated GHG analysis and incorporating mitigation measures to reduce the Project's GHG emissions to the maximum extent feasible.

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

The DEIR and IS are required under CEQA to implement all feasible mitigation to reduce the Project's potential impacts. As demonstrated above, the Project would result in potentially significant GHG impacts that we argue should be mitigated further. O3.17

[7] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, March 2023, available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25.

To reduce the GHG emissions associated with the Project, we recommend several mitigation measures (see list below). The CA DOJ recommends: [8]

- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces.
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

O3.17

SCAQMD staff recommends: [9]

- Maximizing the use of solar energy by installing solar energy arrays.

[8] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, *available at*: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.

[9] "Draft Environmental Impact Report (EIR) for the Proposed CADO Menifee Industrial Warehouse Project (Proposed Project)." SCAQMD, April 2024, *available at*: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/april-2024/RVC240313-05.pdf?sfvrsn=8, p. 3.

- Using light-colored paving and roofing materials.
- Utilizing only Energy Star heating, cooling, and lighting devices and appliances.

CEQA Guidelines 15126.4 (c)(3) include "[o]ffsite measures, including offsets that are not otherwise required, to mitigate a projewct's emissions" as an option for GHG mitigation.[10] An example of this was in the case of the Oakland Sports and Mixed-Use Project, where off-site reduction measures in the neighboring communities were recommended.[11] We recommend consideration of local carbon offset programs to reduce the Project's GHG impacts as a measure of last result. O3.17

As demonstrated above, we have provided several mitigation measures that would reduce Project-related GHG emissions. These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently reduce emissions released during Project construction and operation.

A revised EIR should be prepared that includes all feasible mitigation measures, as well as an updated GHG analysis to ensure that the necessary mitigation measures are implemented to reduce emissions to the maximum extent feasible. The revised EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's potentially significant emissions are reduced to the maximum extent possible.

Disclaimer

SWAPE has received limited documentation regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties. O3.18

Sincerely,

[10] "Cal. Code Regs. tit. 14 § 15126.4." CEQA Guidelines, May 2024, *available at*: https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-9-contents-of-environmental-impact-reports/section-151264-consideration-and-discussion-of-mitigation-measures-proposed-to-minimize-significant-effects.

[11] "Cal. Pub. Resources Code § 21168.6.7." 2023, *available at*: https://casetext.com/statute/california-codes/california-public-resources-code/division-13-environmental-quality/chapter-6-limitations/section-2116867-oakland-sports-and-mixed-use-project-conditions-for-approval-certification-of-project-for-streamlining.



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

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Attachment A: Matt Hagemann CV
Attachment B: Paul Rosenfeld CV

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg.

- **Geologic and Hydrogeologic Characterization, Investigation and Remediation Strategies**
- **Industrial Stormwater Compliance**
- **CEQA Review**
- **Expert Testimony**

Professional Certifications:
California Professional Geologist, P.G.
California Certified Hydrogeologist, C.Hg.

Education:
M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Experience:
30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. Spent nine years with the U.S. EPA in the Resource Conservation Recovery Act (RCRA) and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where I identified emerging threats to groundwater. While with EPA, I served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. Led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, I developed extensive client relationships and has managed complex projects that include consultations as an expert witness and a regulatory specialist, and managing projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

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Positions held include:

Government:
Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);

Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
Geologist, U.S. Forest Service (1986 – 1998).

Educational:
Geology Instructor, Golden West College, 2010 – 2104, 2017;
Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
Instructor, College of Marin, Department of Science (1990 – 1995).

Private Sector:
Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);
Executive Director, Orange Coast Watch (2001 – 2004);
Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, responsibilities have included:

- Lead analyst and testifying expert, for both plaintiffs and defendants, in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards.
- Recommending additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce exposure to hazards from toxins.
- Stormwater analysis, sampling and best management practice evaluation, for both government agencies and corporate clients, at more than 150 industrial facilities.
- Serving as expert witness for both plaintiffs and defendants in cases including contamination of groundwater, CERCLAcompliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns, for both government agencies and corporate clients.
- Lead analyst and testifying expert in the review of environmental issues in license applicationsfor large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

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With Komex H2O Science Inc., duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking

water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.
- Lead author for a multi-volume remedial investigation report for an operating school in LosAngeles that met strict Sate of California regulatory requirements.
- Development of strategic approaches for cleanup of contaminated sites in consultation withclients and regulators.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities included:

- Leading efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiating a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identifying emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. Used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui. **O3.19**

As a hydrogeologist with the EPA Groundwater Protection Section, worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. Prepared geologic reports, conducted hearings, and responded to public comments from residents who were very concerned about the impact of designation.
- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Served as a hydrogeologist with the RCRA Hazardous Waste program. Duties included:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliancewith Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S.EPA legal counsel.

- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexicoand advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation- wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served as senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advising the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinkingwater supplies. **O3.19**
- Shaping EPA's national response to these threats by serving on workgroups and by contributingto guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improving the technical training of EPA's scientific and engineering staff.
- Earning an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Establishing national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities included:

- Mapping geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinating research with community stakeholders who were concerned with natural resource protection.
- Characterizing the geology of an aquifer that serves as the sole source of drinking water for thecity of Medford, Oregon.

As a consultant with Dames and Moore, led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large RCRA hazardous waste site in eastern Oregon.

Duties included the following:

- Supervising year-long effort for soil and groundwater sampling.
- Conducting aquifer tests.
- Investigating active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.
- Part time geology instructor at Golden West College in Huntington Beach, California from 2010 to 2014 and in 2017.

Summary of Testimony Experience Over Past Four Years

In Re New Jersey Department of Environmental Protection et al. vs. E.I. DuPont de Nemours and Company, in the United States District Court, District of New Jersey, Civil Action No. 1:19-cv-14766-RMB-JBC. Deposition in 2025. Representing Plaintiffs in matters regarding contamination of groundwater, wastewater, soil, and air with per- and poly-fluoroalkyl substances.

O3.19

In Re Edmond Asher, et al., vs. RTX Corporation (f/k/a Raytheon Technologies Corporation, et al.) in the County of Huntington Superior Court, Indiana, Cause number 35D01-2006-CT-000338. Deposition in 2024. Representing Plaintiffs in matters regarding contamination of groundwater and soil vapor with trichlorethylene.

In Re Wright vs Consolidated Rail Corporation In the Circuit Court of Cook County, Illinois, Case No: 21L3966. Deposition in 2023, Representing Plaintiff in matters involving groundwater and drinking water contamination of perchloroethylene, trichlorethylene, 1,2-dichloroethane, and carbon tetrachloride.

In Re Behr Dayton Thermal Products LLC In the United States District Court for the Southern District of Ohio Western Division at Dayton, Case No: 08-cv-326. Deposition in 2022. Representing Plaintiff in matters regarding contamination of groundwater and indoor air with perchloroethylene and trichloethelene.

Orange County Water District vs. Sabic Innovative Plastics US, LLC, et al. In the Court of Appeal, Fourth District,

Division 1, California, Case No: D070553. Deposition in 2020. Representing Plaintiff in matters involving compliance with The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).
Los Angeles Waterkeeper vs. AAA Plating and Inspection, Inc. In the United States District Court for the Central District of California, Case No: No. CV 18-5916 PA (GJSx). Deposition in 2019. Expert witness representing Plaintiff in matters involving contaminated stormwater runoff at an industrial facility in Compton, California.

Californians for Alternatives to Toxics vs. Schneider Dock and Intermodal Facility. In the United States District Court for the Northern District of California, Case No: 3:17-cv-05287-JST. Deposition in 2019. Expert witness representing Plaintiff in matters involving contaminated stormwater runoff at an industrial facility in Eureka, California.

Bells et al. vs. The 3M Company et al. In the United States District Court for the District of Colorado, Case No: 1:16-CV-02531-RBJ. Deposition in 2018. Expert witness representing Plaintiff on matters regarding the general hydrogeological conditions present in an area impacted by per- and poly-fluoroalkyl substances.

Ungar vs. Foundation for Affordable Housing. In the Superior Court, State of California, Los Angeles County, Case No. BC628890 Deposition in 2017. Expert witness representing defendant on matters involving alleged drinking water contamination.

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Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S.EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making andPublic Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins atschools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBEReleases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells.

Presentation to the Ground Water and Environmental Law Conference, National GroundwaterAssociation.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Waterin Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Waterin the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to atribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to ameeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking WaterSupplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant.Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

O3.19

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting ofthe National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to ameeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to AddressImpacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater(and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA andState Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublishedreport.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground StorageTanks.

Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal WatercraftUsage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George WrightSociety Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval AirStation, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui,October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Airand Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Basesin California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:
Selected as subject matter expert for the California Professional Geologist licensing examinations,2009-2011.

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SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Office: (310) 452-5555
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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

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Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld, P.E., Spaeth, K.R., McCarthy, S.J. *et al.* Camp Lejeune Marine Cancer Risk Assessment for Exposure to Contaminated Drinking Water From 1955 to 1987. *Water Air Soil Pollut* **235**, 124 (2024). https://doi.org/10.1007/s11270-023-06863-y.

Rosenfeld P.E., Spaeth K.R., Remy L.L., Byers V., Muerth S.A., Hallman R,C., Summers-Evans J., Barker S. (2023) Perfluoroalkyl substances exposure in firefighters: Sources and implications, *Environmental Research*, Volume 220, https://doi.org/10.1016/j.envres.2022.115164.

Rosenfeld P.E. and Spaeth K.R., (2023) Authors' Response to Letter to the Editor from Bullock and Ramacciotti, *Water Air Soil Pollution* Volume 234, https://doi.org/10.1007/s11270-023-06165-3 **O3.19**

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution.* **233,** 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.,** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Cheremisinoff, N.P., **Rosenfeld, P.E.** Davletshin, A.R. (2008). ***Responsible Care***. Gulf Publishing. Texas.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

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Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

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Rosenfeld, P. E., M. Suffet. (2007). The Anatomy of Odour Wheels for Odours of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme for The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated with Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affects on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook for Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation on St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Master's thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelor's Thesis. University of California.

O3.19

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted at University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA. **O3.19**

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus on Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model for PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*. Lecture conducted from Hyatt Regency Phoenix Arizona. **O3.19**

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium on Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium on Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting for Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington.

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation with High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation with High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. The course focused on the health effects of environmental contaminants. **O3.19**

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate the effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate the effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate the effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the District Court of Harris County Texas
Mt Davis Interest, Inc v Sesco Cement Corp
Cause No 2023-26512
Trial 6-6-2-25

In the United States Southern District of New York
Gallo vs Avon Products Inc., et al
Civil Action No.: 1:23-cv-2023
Deposition 4-24-2025

O3.19

In Vanderburgh Superior Court 5, County of Vanderburgh, Indiana
Markello v CSX
Civil Action No 82D05-2011-CT-004962
Deposition 3-26-25

Iin the Circuit Court of Cook County Illinois
Jarosiewicz v Northeast Regional Railroad
Case No 2023 L 002290
Deposition 2-27-25

In the District Court 191st Judicial District Dallas County
Acklin v Poly America International
Cause No DC-22-08610
Deposition 1-8-2025

United States District Court, Norther District of California
Asustin Vs Monsanto
Case No 2:23-cv-272
Deposition 12-20-25

In Jefferson Circuit Court Division One, Louisville, Kentucky
Stafford vs, CSX
Case No. 18-CI-001790

Deposition: 8-27-24

In the Twenty-Second Judicial Circuit of St. Louis. State of Missouri
Patricia Godfrey vs, Amtrak
Case No. 2122-CC-00525
Deposition: 7-17-24

In the Circuit Court of Jefferson County Alabama
Linda Early Vs. CSX
Case number CV-2021-00241
Deposition 6-24-24

In the Court of Common Please Lucas County, Ohio
Brenda Conkright vs. CSX
Case No. G-4801-CI-0202102664-000
Deposition: 6-4-24

In the Commonwealth of Kentucky, Greenup Circuit Court
Patsy Sue Napier vs. CSX
Case No. 19-CI-0012
Deposition: 5-8-2-24

In United States District Court of Hawaii
Patrick Feindt, Jr. et al. vs. The United States of America
Case No. 1:22-cv-LEK-KJM
Trial 3-29-24 and 4-5-24

In the District Court of Hood County State of Texas
Artie Gray vs. Exxon Mobil
Case No. C-2018047
Rosenfeld Deposition:4-22-2024

O3.19

In the Elkhart Superior Court State of Indiana
Estate of Clark Stacy vs. Penn Central Corporation
Cause No 2D01-2001-CT-00007
Rosenfeld Deposition 1-25-2024 and 3-7-2024

In the Circuit Court of Trempealeau County, State of Wisconsin
Michael J. Sylla et al. vs. High-Crush Whitehall LLC
Case No. 2019-CV-63, 2019-CV-64, 2019-CV-65, 2019-CV-66
Rosenfeld Deposition: 3-5-2024

In the Circuit Court of Trempealeau County, State of Wisconsin
Leland Drangstveit vs. High-Crush Blair LLC
Case No. 19-CV-66
Rosenfeld Deposition 3-5-2024

In the Circuit Court of Jefferson County Alabama
Donald Lee Ashworth vs. CSX Transportation Inc.
Case No CV-2021-901261
Rosenfeld Deposition 1-23-2024

In the United States District Court for the Eastern District of Wisconsin
Gary L Siepe vs. Soo Line Railroad
Case No. 2:21-cv-00919
Rosenfeld Deposition 1-19-2024

In the United States District Court for the Western District of Louisiana
Ricky Bush v. Clean Harbors Colfax LLC
Case No. 1:22-cv-02026-DDD-JPM
Rosenfeld Deposition 12-18-2023 and 1-15-2024

In United States District Court of Hawaii
Patrick Feindt, Jr. et al. vs. The United States of America
Case No. 1:22-cv-LEK-KJM
Rosenfeld Deposition 11-29-2023

In the Circuit Court for the Twentieth Judicial Circuit St. Clair County, Illinois
Timothy Gray vs. Rural King et al.
Case No 2022-LA-355
Rosenfeld Deposition 9-26-2023

In United States District Court Eastern District of Wisconsin
Gary L. Siepe vs. Soo Line Railroad Company
Case No. 2:21-cv-00919
Rosenfeld Deposition 9-15-2023

In the Circuit Court of Cook County Illinois
Donald Fox vs. BNSF
Case No. 2021 L12
Rosenfeld Deposition 9-12-2023

O3.19

In the Court of Common Please Cuyahoga County, Ohio
Thomas Schleich vs. Penn Central Corporation
Lead Case No. CV-20-939184
Rosenfeld Deposition 8-27-2023

In the Circuit Court of Jackson County Missouri at Kansas City
Timothy Dalsing vs. BNSF
Case No. No. 2216-cv06539
Rosenfeld Deposition 7-28-2023

In the United States District Court for the Southern District of Texas Houston Division
International Terminals Company LLC Deer Park Fire Litigation
Lead Case No. 4:19-cv-01460
Rosenfeld Deposition 7-25-2023

In the Circuit Court of Livingston County Missouri
Shirley Ralls vs. Canadian Pacific Railway and Soo Lind Railroad
Case No. 28LV-CV0020
Rosenfeld Daubert Hearing 7-18-2023 Trial Testimony 7-19-2023

In the Circuit Court of Cook County Illinois
Brenda Wright vs. Penn Central and Conrail
Case No. No. 2032L003966
Rosenfeld Deposition 6-13-2023

In the Circuit Court Common Please Philadelphia of Jefferson County Alabama
Frank Belle vs. Birmingham Southern Railroad Company et al.
Case No. 01-cv-2021-900901.00
Rosenfeld Deposition 4-6-2023

In the Circuit Court of Jefferson County Alabama
Linda De Gregorio vs. Penn Central
Case No. 002278
Rosenfeld Deposition 3-27-20203

In the United States District Court Eastern District of New York
Rosalie Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-16-2023

In the Superior Court of Washington, Spokane County
Judy Cundy vs. BNSF
Case No. 21-2-03718-32
Rosenfeld Deposition 3-9-2023

In The Court of Common Pleas of Philadelphia County, PA Civil Trial Division
Feaster v Conrail
Case No. 001075
Rosenfeld Deposition 2-1-2023

In United States District Court for the Central District of Illinois
Sherman vs. BNSF
Case No. 3:17-cv-01192
Rosenfeld Deposition 1-18-2023

In United States District Court District of Colorado
Gonzales vs. BNSF
Case No. 1:21-cv-01690
Rosenfeld Deposition 1-17-2023

O3.19

In United States District Court District of Colorado
Abeyta vs. BNSF
Case No. 1:21-cv-01689-KMT
Rosenfeld Deposition 1-3-2023

In United States District Court For The Easter District of Louisiana
Nathaniel Smith vs. Illinois Central Railroad
Case No. 2:21-cv-01235
Rosenfeld Deposition 11-30-2022

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division

Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

O3.19

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022, Trial 1-10-2023

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation

Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

O3.19

In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al. vs Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois

Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

O3.19

In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants

Cause No. 1923
Rosenfeld Deposition 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintifs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintifs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial March 2017

O3.19

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. vs. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.

Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, vs. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the County of Kern, Unlimited Jurisdiction
Rose Propagation Services vs. Heppe Enterprises
Case No. S-1500-CV-278190, LHB
Rosenfeld Deposition: May 2014

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

In the Court of Galveston County, Texas 56th Judicial District
MDL Litigation Regarding Texas City Refinery Ultracracker Emission Event Litigation
Cause No. 10-UC-0001
Rosenfeld Deposition: March 2013
Rosenfeld Trial: September 2013

O3.19

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the United States District court of Southern District of California
United States of America, Plaintiff vs. 2,560 Acres of Land, more or less, located in Imperial County, State of California; and Donald L. Crawford, et. al.
Civil No. 3:11-cv-02258-IEG-RBB
Rosenfeld Deposition: December 2012, January 2013

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.

O3.19

Letter O3

COMMENTER: Vashon Simien, Blum, Collins & Ho LLP

DATE: December 23, 2025

Response O3.1

The commenter notes they are writing on behalf of Golden State Environmental Justice Alliance and requests they be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

The comment has been acknowledged. This request has been completed, and the contacts have been included for all subsequent environmental documents, public notices, public hearings, and notices of determination related to this project. No further response is required.

Response O3.2

The commenter summarized the proposed project.

This comment is acknowledged. No further response is required.

Response O3.3

The commenter states that the Draft EIR is inadequate because the project is not a permitted use under the West Stowell Specific Plan and is not accounted for in the AQMP, RTP/SCS, or General Plan. The commenter requests that the Draft EIR be revised and recirculated with findings of significance.

As discussed in the IS/EIR, the project site is designated Heavy Commercial/Manufacturing under the City of Santa Maria General Plan and zoned PD/CM-AG (Planned Development/Commercial Manufacturing- Agriculture Overlay) within the adopted West Stowell Specific Plan. These designations allow for warehouse, distribution, and related industrial uses which are in agreement with the proposed project uses. As noted in the Draft EIR on page 2-4, the proposed project does not require a General Plan amendment or zoning change. The Project is consistent with the West Stowell Specific Plan's underlying Heavy Commercial/Manufacturing (HCM) General Plan Land Use Designation. The West Stowell Specific Plan Section 3.1.1.d establishes a process whereby the Planning Commission may consider a use which is not specifically listed in the Specific Plan's Commercial Manufacturing/Agriculture Overlay (CM/AG) Zone as a conditional use, by affirmatively making the findings listed in that same section. To approve the project, the Planning Commission, after duly considering all evidence presented at a future regularly scheduled and noticed Public Hearing, will need to affirmatively make the West Stowell Specific Plan Section 3.1.1.d findings, as well as affirmatively make the Conditional Use Permit and Planned Development Permit findings (Sections 12-35.105 and 12-35.203 of the Santa Maria Municipal Code). If the Section 3.1.1.d findings are made by the Commission, the Commission will have determined that the project is compatible with the adjacent agriculturally-related industrial activities, is not more obnoxious or detrimental to the public welfare than the conditional uses listed in Section 3.1.1.d, is similar in scope and scale to those other permitted and conditional uses listed in Section 3.1.1 and shall not threaten the viability of the adjacent agriculturally-related industrial uses. The commenter refers to the provided Attachment on air quality comments. No further response is required.

Response O3.4

The commenter states that the EIR fails to analyze air quality, energy, and greenhouse gas emissions in detail and omits environmental justice considerations. The commenter emphasizes that the census tract ranks high in pollution burden and socioeconomic vulnerability, requiring a cumulative impact analysis.

As stated in Section 1.2, *Purpose and Legal Authority,* of the Draft EIR, "the purpose of the EIR is to serve as an informational document that:

> ...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

Further, Section 1.3, *Scope and Content,* states that "This Draft EIR addresses impacts identified by the Initial Study to be potentially significant. Transportation impacts to VMT under CEQA Guidelines Section 15064.3(b) was found to have a potentially significant impact and has been studied in this EIR. All other resource areas were either determined less than significant or impacts could be reduced to less than significant with the imposition of mitigation measures. These mitigation measures have been identified in Table ES-2 of the Draft EIR. CEQA Guidelines Section 15131(c) as cited by commenter, requires economic, social and housing factors be considered in addressing significant effects identified in the EIR. Here, the only significant impact not mitigated to less than significant are transportation impacts to VMT. The factors outlined in CEQA Guidelines Section 15131(c) are key components of VMT analysis which, as stated by the Legislature in SB 743 (Steinberg, 2013), provide a mechanism for "evaluating transportation impacts that are better able to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations."

Therefore, as Air Quality, Energy and Greenhouse Gases were determined in the IS/EIR (Appendix A) to be less than significant or less than significant with mitigation, and all mitigation measures from the IS/EIR (Appendix A) for these resource areas were incorporated into the Draft EIR, the Draft EIR does not need re-analyze these resource areas.

In addition, the Air Quality Technical Study (IS/EIR Attachment 2), states that because Santa Barbara County is in nonattainment for State ozone and PM_{10} standards, that cumulative development in the County could violate air quality standards or contribute to a projected air quality violation if the project does not meet significance criteria provided in their guidance documents. As indicated in the IS, the proposed project results in less than significant or less than significant with mitigation findings for all impact areas, therefore meeting the SBCAPD's significance criteria and therefore not resulting in significant cumulative impacts. Therefore, the proposed project's contribution to cumulative air quality impacts related to particulate matter and ozone would not be cumulatively considerable. As identified in the IS, the proposed project would not result in a significant impact related to carbon monoxide hotspots, TACs, or odors. Because the proposed project would not exceed thresholds, it would not expose sensitive receptors to a cumulatively considerable amount of substantial pollutant concentrations from carbon monoxide hotspots or TACs or emit a cumulatively considerable quantity of other emissions, such as those leading to odors. Therefore, the project's contribution to cumulative air quality impacts related to these pollutants would not be cumulatively considerable.

The project was reviewed for consistency with the Santa Maria General Plan, including recently adopted EJ-related policies, and no conflicts were identified. The proposed project does not involve a change to the General Plan land use designation, nor does it require an amendment to the West Stowell Specific Plan. Environmental justice is not an issue listed in CEQA Appendix G for analysis or otherwise required in the CEQA regulations; therefore, this topic is not assessed. With respect to CEQA, environmental justice policy considerations are addressed through the evaluation of physical environmental impacts. The IS/EIR (Appendix A) evaluated potential impacts to air quality, transportation, noise, hazards, and public health, including effects on sensitive receptors, and determined that impacts would be less than significant or less than significant with mitigation. No further response is required.

Response O3.5

The commenter states that the project would emit approximately 10,028 MT CO_2e/year, exceeding the widely used threshold of 10,000 MT CO_2e/year. The commenter states that the EIR does not apply a numeric threshold or propose adequate mitigation measures.

The 10,000 MT CO_2e/year threshold identified by the commentor is for stationary source projects such as an industrial facility and is not intended for use by land use development projects/plans (residential/commercial development). Warehouses, while included as an "industrial" land use type for CEQA and planning purposes at the local level, is a land use-development project that falls under a commercial category at the SBCAPCD level. Industrial facilities at the SBCAPCD level are facilities such as electrical generation facilities. Therefore, the 10,000 MT CO_2e/year threshold is not applicable to the proposed project which is a land use development project at the Air District level. Further support of the used methodology is detailed in response to comment A2 above. The proposed project analysis incorporates the most appropriate methodology and significance thresholds available at this time. No further response is required.

Response O3.6

The commenter states that the EIR relies on CalEEMod modeling, which the commenter alleges is not compliant with Title 24 standards, resulting in underreported energy impacts. The commenter requests that energy modeling be revised using approved compliance software.

CEQA does not require the use of specific models to determine impacts but requires that modeling provide substantial evidence to support its use. For air quality, greenhouse gas, and energy-related evaluations, CalEEMod is the standard, statewide-accepted, modeling tool used for CEQA analysis throughout California, as it is specifically designed to evaluate project-level emissions and energy use at a planning-level. The three programs identified in the comment are meant for finalizing project energy budgets when the specifics of all aspects of development are known. Typically, during the CEQA stage of analysis, the exact type of materials, appliances, windows, insulation, etc. is unknown. This prevents the use of these compliance models as these models require a level of detail that is not yet available.

As stated in the CalEEMod User Guide; "CalEEMod generates default electricity and natural gas consumption based on the Electricity Demand Forecast Zone input in the Project Detail screen and the land use subtypes and building sq ft input in the Land Use module. From these inputs, the default electricity and natural gas consumption is then provided to the user based on 2019 consumption estimates from the California Energy Commission's (CEC) (2020, 2021) 2018–2030 Uncalibrated Commercial Sector Forecast (Commercial Forecast) and the RASS."[1]

Additionally, the CalEEMod User Guide states; "CEC's Commercial Forecast and RASS also disaggregate energy consumption end use categories by those that are subject to Title 24 standards and those that are not. CalEEMod provides default building electricity and natural gas use disaggregated into these two categories. The distinction is required to enable accurate calculation of several energy sector emission reduction measures."[2]

CalEEMod uses CEC's own information to determine energy consumption. This information is updated periodically in CalEEMod. The use of the CEC's information (the agency that stipulated what programs could be used to demonstrate compliance) for projects where it would be premature to have the greater level of detail needed to use the afore-mentioned project, is a valid proxy for project Energy Consumption. The use of CalEEMod adequately provides the potential impacts of the project based on the available level of project detail at the time of the analysis and is supported by substantial evidence. No further response is required.

[1] CAPCOA 2022. CalEEMod California Emissions Estimator Model User Guide. Version 2022.1, Appendix C. April. https://www.caleemod.com/documents/user-guide/04_Appendix%20C.pdf. Accessed January 2026.
[2] CAPCOA 2022. CalEEMod California Emissions Estimator Model User Guide. Version 2022.1, Appendix D. April. https://www.caleemod.com/documents/user-guide/05_Appendix%20D.pdf

Response O3.7

The commenter states that the project conflicts with many of these items, including but not limited to the following from the General Plan:

- **Goal L.U.5 Development Continuity.** Discourage sprawl and "leap-frog" development.
- **Goal L.U.5 Implementation Program 1.** Encourage industrial development in areas with appropriate urban services and characteristics; such services and characteristics are truck route access, railroad facilities access, relatively level terrain, available utilities, and adjacent high-intensity commercial area. Plan for residential land uses, which do not encroach on industrial districts.
- **Goal L.U.6a Balance Growth**. Accommodate new development, balancing social, environmental, and economic considerations.
- **Goal L.U.6b Preserve Agricultural Resources.** Accommodate growth while making every effort to preserve agricultural resources in the surrounding region.
- **Goal L.U.6c Urban/Agriculture Equilibrium**. Achieve a balance between increased development and the maintenance, management, and/or preservation of local resources.
  - **Objective L.U.6d**. Encourage agricultural activities within the planning area to remain in operation by discouraging land uses that conflict with adjacent farming activities.
- **Goal L.U.6 Implementation Program 6.** Wherever possible, new urban land uses should not be permitted on prime agricultural land. The exception to this policy would be in cases where the new development constitutes infilling between existing development nodes where agricultural activity is no longer desirable because of the surrounding of urban uses.
- **Goal L.U.11 Balance Land Use Supplies.** The City will address the present imbalance between the land area designated for residential development and for those areas designated for industrial and commercial development.
  - **Policy L.U.11 Jobs and Housing.** Assure that a balance of land use between the employment-generating commercial and industrial uses, and residential development is achieved.
    - **Objective L.U.11a.** Maintain the current program of using existing land use and zoning maps to determine whether residential development is appropriate for those areas designated as industrial.
    - **Objective L.U.11b**. On an ongoing basis, determine if the redesignation of some industrial areas to nonindustrial uses is necessary, consistent with goals and policies of L.U.7 and good planning practice.

The commenter notes that the project's VMT per employee exceeds the City's threshold by 237 percent, indicating incompatibility with existing development patterns.

As discussed on page 3-2 of the Draft EIR, the project site is designated Heavy Commercial / Manufacturing (HCM) under the City of Santa Maria General Plan and zoned PD/CM-AG (Planned Development / Commercial Manufacturing – Agriculture Overlay) within the adopted West Stowell Specific Plan. These designations allow for warehouse, distribution, and related industrial uses. The City has the authority to review projects submitted for development but does not have the authority to require applicants to develop specific properties.

With respect to Goal LU-5, the proposed development would be within an incorporated area, within a designated Specific Plan, served by existing and planned urban infrastructure, and adjacent to existing industrial and commercial uses. The project itself would focus on industrial development in areas with appropriate urban services while avoiding residential encroachment into industrial districts.

Regarding Goals LU-6a, LU-6b, and LU-6c, the project is consistent with the General Plan's long-range planning approach. Potential impacts associated with the loss of agricultural resources were previously evaluated in the environmental review documentation for these long-range plans. Interim use of the

industrially designated properties for row-crop production continues as a transitional use within the West Stowell Specific Plan until development entitlements are issued. As the project site is designated and zoned for urban redevelopment, the proposed project would better conform with the intention of the Stowell Area Specific Plan and the project site's designation and zoning.

Regarding Objective LU-6d and Implementation Program LU-6-6, the project would not introduce land uses that conflict with adjacent farming activities. The project would not include residential or other sensitive receptor uses that would constrain agricultural operations. In addition, project approval would require affirmative findings under the West Stowell Specific Plan that the use is compatible with adjacent agriculturally related industrial activities and does not threaten their viability.

A project need not be in perfect conformity with each and every general plan policy. "It is enough that the proposed project will be compatible with the objectives, policies, general land uses and programs specified in the applicable plan." (*Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 498–499.) "A project is consistent with the general plan "if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Families Unafraid to Uphold Rural etc. County v. Board of Supervisors* (1998) 62 Cal.App.4th 1332, 1336 (*FUTURE*); See also *Fix the City, Inc. v. City of Los Angeles* (2024) 100 Cal.App.5th 363). No further response is required.

CEQA requires that VMT impacts be disclosed and mitigated where feasible, but a significant VMT impact does not, by itself, indicate a conflict with land use plans. As explained in the Draft EIR Section 4.1, *Transportation*, the project's VMT per employee exceeds the City's threshold, resulting in a significant and unavoidable CEQA impact. This does not alter the project's land use consistency, which is based on zoning, General Plan designations, and applicable policies. The project site's underlying zoning is Commercial Manufacturing (CM), which serves as the City's base zoning district for urban development and was used in SBCAG and other regional analyses. The CM zoning is consistent with the site's General Plan designation and the West Stowell Specific Plan. The West Stowell Specific Plan designated the property for urban development and addressed the impact of converting agricultural land to an urban use. This was assessed in the IS on pages 14 through 15.

Response O3.8

The commenter states that the Draft EIR uses speculative language and lacks evidence regarding workforce availability and housing impacts. The commenter states that the analysis fails to account for potential regional commute impacts and does not substantiate job generation estimates.

As discussed in the IS/EIR, the analysis of workforce availability, housing, and job generation is based on existing conditions, demographic and employment data for the City of Santa Maria and the surrounding region. As discussed in the IS/EIR (Appendix A), Section 14, *Population and Housing*, the proposed project would not induce substantial population growth because it does not include residential development and the anticipated operational workforce is expected to be drawn primarily from the existing local labor force. This is supported by the City's current employment base and projections included in the regional growth forecasts prepared by SBCAG. No further response is required.

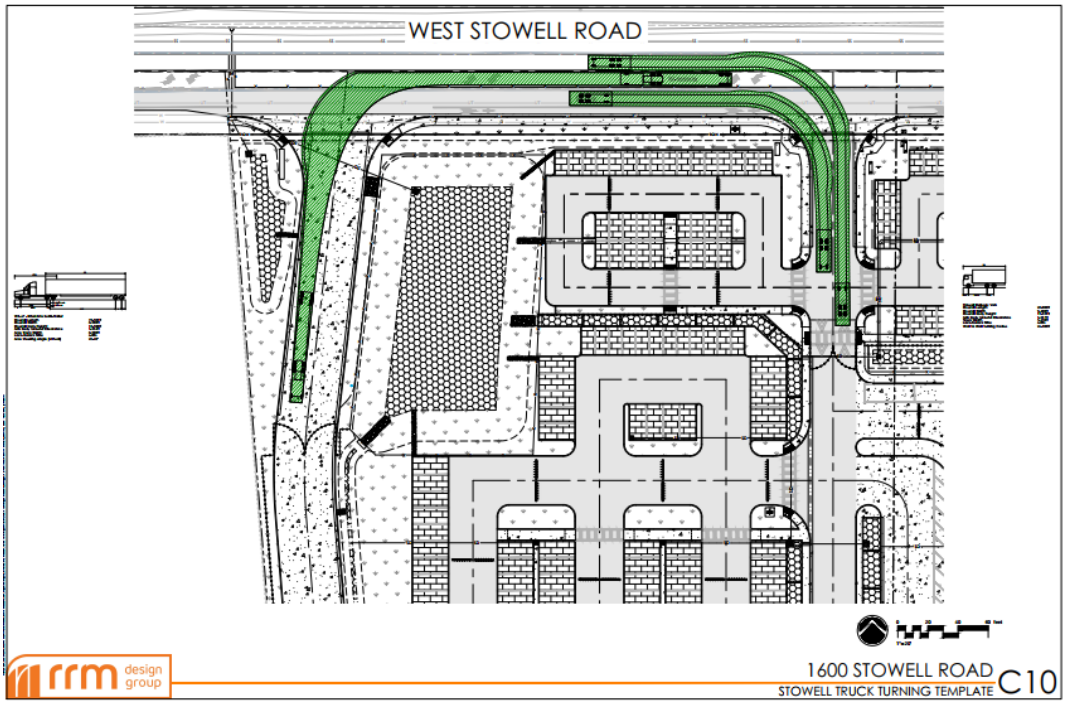
Response O3.9

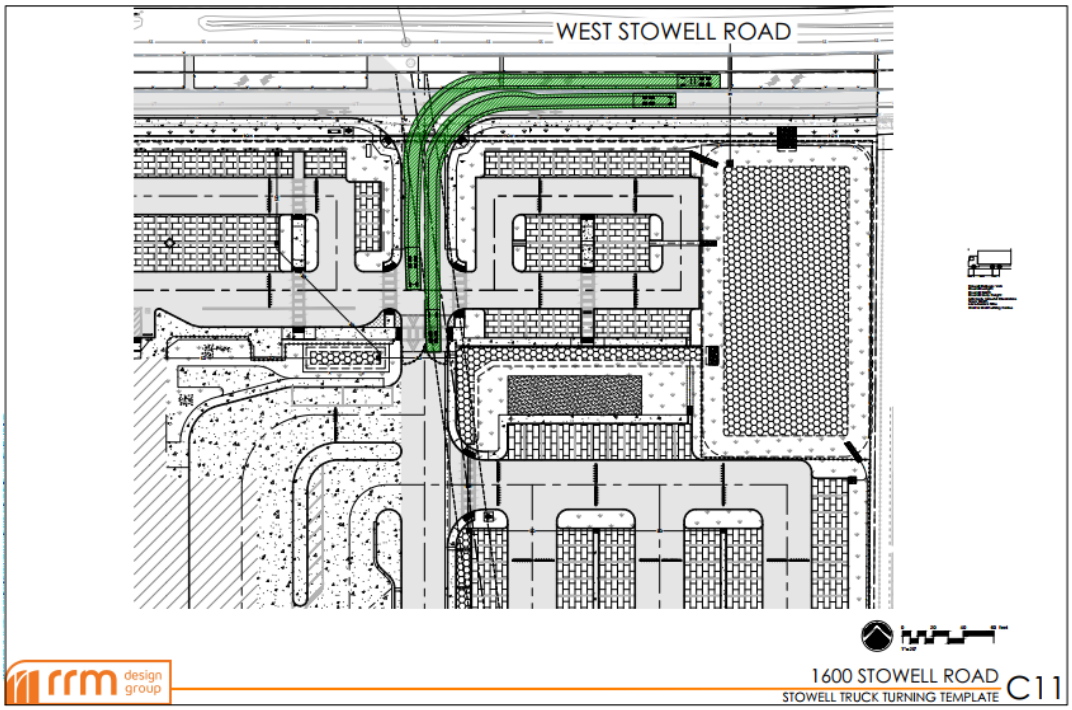
The commenter states that the Draft EIR does not adequately analyze truck maneuvering, emergency access, or compliance with local codes. The commenter claims that City Fire and Public Works reviews are excluded from public disclosure, violating CEQA's informational requirements.

Truck maneuvering and site access are addressed on page ES-3 of the Draft EIR, including site circulation, driveway design, loading dock configuration, and separation of truck, delivery van, and passenger vehicle movements. Truck access, routing, and on-site circulation were reviewed as part of the project's design and transportation analysis. No deficiencies related to truck maneuvering or operational safety were identified that would result in a significant environmental impact. Emergency access is regulated by California Building Code and California Fire Code requirements. As stated in the Draft EIR, the project

must meet both California Building Code and California Fire Code requirements in order to proceed with construction. As such and as described in the Draft EIR, compliance with California Building Code and California Fire Code requirements would ensure emergency access is provided into and out of the project site.

Turning-movement diagrams for the truck entrance are provided in the TIS (IS Attachment 6), with additional graphics included for reference. The diagrams below show how the project meets semi-trailer truck turning radius and delivery van turning radius requirements.





No City reviews have been omitted from public disclosure. The City of Santa Maria Fire Department and Public Works Department reviews are required for all projects within the City of Santa Maria. Current plan sets have undergone internal City review, including Fire Department and Public Works Department review, to resolve potential deficiencies in the design process, reduce delays during the permitting stage, and ensure the built project would provide adequate protection to its occupants. Fire Department and Public Works Department reviews are an internal City process and approvals are provided in plan sets. Their reviews do not include comments on project features that meet code or other requirements. Comments provided from either department would be required to be incorporated into a revised project design or required through project conditions of approval. Plan sets of the proposed project may become publicly available at a later date. At which time, Fire Department and/or Public Works Department notes would become visible.

Response O3.10

The commenter states that the EIR evaluates only two alternatives, which does not meet CEQA's requirement for a reasonable range. The commenter requests inclusion of alternatives that reduce significant impacts, such as mixed-use development or reduced-scale options.

CEQA requires evaluation of a reasonable range of alternatives capable of feasibly attaining most project objectives while reducing significant impacts but does not state a required number of alternatives to be studied. As described in Chapter 6, *Alternatives*, the Draft EIR evaluated more than two alternatives. In addition to Alternative 1 (No Project Alternative) and Alternative 2 (Reduced-Size Alternative), the Draft EIR also considered other potential alternatives but determined in Section 6.3, *Alternatives Considered but Rejected,* that they did not meet project objectives, were not feasible, or would not meaningfully reduce the project's significant VMT impact. These included alternative locations and a Reduced-VMT alternative, both of which were rejected for the reasons documented in Chapter 6. Furthermore, the EIR did evaluate a reduced-scale option: Alternative 2 (Reduced Size Alternative), which reduces the building footprint by approximately 33 percent. As explained in Section 6.2, Alternative 2 (Reduced-Size Alternative), this alternative was fully analyzed but would not reduce total VMT due to operational requirements therefore would not avoid the significant transportation impact. No further response is required.

Response O3.11

The commenter believes the Draft EIR is flawed and a revised EIR must be prepared for the proposed project and recirculated for public review.

We acknowledge the author's opinion. We continue to stand by the analyses presented in the IS/EIR. The City, after review of comments received on the Draft EIR has concluded that recirculation of the Draft EIR per Section 15088.5 is not warranted. As described in Section 1.2, *Purpose and Legal Authority* of the Draft EIR, recirculation is only required where significant new information is added that shows a new or substantially increased environmental impact or a new feasible mitigation or alternative. None of the comments received provided significant new information requiring recirculation. As stated above in response to comment O3.1, the lead agency acknowledges the commenter's request to add the provided email addresses and mailing address to the project notification list. This request has been completed, and the contacts have been included for all subsequent environmental documents, public notices, public hearings, and notices of determination related to this project. No further response is required.

Response O3.12

The commenter summarized the proposed project and environmental review conducted to date.

This comment is acknowledged and no further response is required.

Response O3.13

The commenter states that the EIR fails to analyze air quality, health risk, and greenhouse gas impacts. The commenter opines that emissions and health risk impacts of the project may be underestimated and a revised EIR should be prepared.

Refer to Responses O3.3 and O3.4 for a discussion of the Draft EIR's analysis of air quality and greenhouse gas emissions. Refer to Response O3.11 for a discussion on the need for a revised EIR. No further response is required.

Response O3.14

The commenter summarizes the CalEEMod outputs provided in Appendix A of the Initial Study. The commenter states that because the construction phase lengths were modified, they must also be justified and as such, the model may underestimate peak daily emissions associated with construction activities.

The Initial Study relies on the Air Quality and Greenhouse Gas Technical Report prepared for the project by NV5 in May 2025 and is attached as Appendix A to the Initial Study. As described in the Air Quality and Greenhouse Gas Technical Report, modifications to the construction phasing were provided by the project applicant and input in CalEEMod where available. CalEEMod default inputs were utilized where site-specific details were not available.

Response O3.15

The commenter states that the project should include the preparation of a health risk assessment (HRA) in order to meet CEQA and California Department of Justice guidelines.

A HRA was not completed for the project because the project would emit low levels of toxic air contaminants and therefore, it did not trigger the Santa Barbara Air Pollution Control District's (SBCAPCD) Assembly Bill 2588 prioritization thresholds that require an HRA; facilities only need to conduct an HRA if they score as high or intermediate priority based on their emissions, which the project does not. Additionally, SBCAPCD relies on screening tools and prioritization calculations, and if the project's emissions fall below these screening levels, no HRA is required. The project, a warehouse use, does not fall into the categories of industry types for which SBCAPCD-prepared or mandatory HRAs are typically required, such as gasoline stations or dry cleaners, further reducing the likelihood of needing an HRA. Finally, the project would not install new toxic-emitting equipment that would trigger the need for the preparation of a HRA. The project would not create substantial toxic air contaminant emissions and as such, an HRA was not required consistent with CEQA best practices. No further response is required.

Response O3.16

The commenter opines that the significance of the project's greenhouse gas emissions should have been evaluated against the most readily available numeric threshold from the South Coast Air Quality Management District.

Refer to Response to comment O3.5 for a discussion of the project's impacts and the suggested use of the threshold of 10,000 MT CO_2e/year. No further response is required.

Response O3.17

The commenter opines that the project would result in significant greenhouse gas emissions impacts and provides a list of potential mitigation measures for the reduction of greenhouse gas emissions impacts. The commenter further states that a revised EIR should be prepared to incorporate potential mitigation measures.

This comment is acknowledged. Based on the Air Quality and Greenhouse Gas Technical Report, the project would not result in greenhouse gas emissions that would create significant impacts on the environment nor would it conflict with applicable plans or regulations intended to reduce greenhouse gas emissions. Implementation of Mitigation Measure AQ-1 would further reduce greenhouse gas emissions of the project by requiring use of line-haul trucks with model years 2014 or newer. As such, a revised EIR would not be required. No further response is required.

Response O3.18

The commenter states that they retain the right to revise or amend their report should additional project information be provided.

This comment is acknowledged. No further response is required.

Response O3.19

The commenter provides the CVs for the SWAPE memo authors.

No further response is required.

Outlook

Package Delivery Warehouse Planned Development Permit

From Adam Salcido <asalcido@goldenstateeja.com>
Date Fri 12/26/2025 1:44 PM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>
Cc Executive Director <executivedirector@goldenstateeja.com>; Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Steven Piepkorn <spiepkorn@goldenstateeja.com>; Ramon Amaya <ramaya@goldenstateeja.com>; Pete Sheehan <psheehan@goldenstateeja.com>; Stanley Saltzman <ssaltzman@goldenstateeja.com>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Good Afternoon Mr. Graybehl,

Please provide any updates to the above mentioned project.

I am requesting under Public Resource Code Section 21092.2 to add the email addresses and mailing address below to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

executivedirector@goldenstateeja.com

assistantexecutivedirector@goldenstateeja.com

asalcido@goldenstateeja.com

spiepkorn@goldenstateeja.com

ramaya@goldenstateeja.com

psheehan@goldenstateeja.com

ssaltzman@goldenstateeja.com

O4.1

Mailing Address:

P.O. Box 79222

Corona, CA 92877

Please confirm receipt of this email.

Thank You,

Adam Salcido

Letter O4

COMMENTER: Adam Salcido, Golden State Environmental Justice Alliance

DATE: December 26, 2025

Response O4.1

The commenter requests any updates on the project and adds the listed email addresses and mailing address to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. The commenter also requests receipt of this letter.

This comment is acknowledged. This request has been completed, and the contacts have been included for all subsequent environmental documents, public notices, public hearings, and notices of determination related to this project. Receipt of email was sent. No further response is required.

TEAMSTERS JOINT COUNCIL 42
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
"To protect and Serve America's Workforce"

December 26, 2025

ATTN: Cody Graybehl, Senior Planner
cgraybehl@cityofsantamaria.org
City of Santa Maria
Planning Division,
Community Development Department
110 South Pine Street, Suite 101
Santa Maria, CA 93454

RE: SCH #2025080640 ("Sowell Road Package Delivery Warehouse")

This letter is submitted on behalf of Local 986 and Joint Council 42 of the International Brotherhood of Teamsters, which together represent over 100,000 workers in the logistics and other industries in Santa Barbara County and the surrounding counties. Teamster members form the backbone of the logistics and package delivery industry in the United States and have direct and practical experience of the operations and impacts of this industry on communities where they work and live, including Santa Maria and the surrounding area. Teamster members have actively engaged with proposed logistics and package delivery facilities not only as workers in this industry but as residents in the working class communities most impacted by this industry.

O5.1

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As this industry continues to grow, Teamsters feel it is their responsibility to help communities make the most informed possible decisions as well as consider all possible options to address the adverse impacts of the industry. This letter does not waive any rights the locals, joint council, or individual members may have under applicable state law.

Location and Nature of the Project

The project applicant, Seefried Industrial Properties, Inc. ("Applicant") proposes to build a high-volume 169,104 square foot e-commerce distribution facility (a "high-cube" warehouse) for purposes of last-mile delivery ("the Project") on a 32-acre parcel in the western portion of Santa Maria, on a site most recently used for growing crops ("the Site"). (Stowell Road Draft Environmental Impact Road ("DEIR"), at page ES-1, PDF page 6). According to the DEIR, the site sits in a "PD/CM-AG" or Planned Development/Commercial Manufacturing - Agricultural Overlay" zone. *Id.*

The Project's proposed tenant is Amazon, one of the largest retailers in the world and the largest package-delivery retailer in the United States. The Project is being developed for the purpose of expanding Amazon's existing logistics footprint, to deliver packages containing retail goods purchased through the Amazon website or app to consumers in Santa Maria, Santa Barbara County and throughout the surrounding area. The Project would receive goods via "line haul" trucks (i.e., semi-trucks) from Amazon fulfillment or sortation centers for sortation and delivery to their final destination. The Project is purely a "sortation" node[1] in Amazon's logistical system, in this context meaning that goods and packages are received and quickly sorted for final delivery to consumers, not a "warehouse" in the sense of a place intended for storage of goods. (NV5 Traffic

O5.1

[1] Not to be confused with a purely sortation facility, which is a facility where packages are sorted for distribution to last mile facilities.

Impact Study ("TIS") at 16; NV5, Memorandum of Understanding, Scope for Supplemental Traffic Impact Analysis ("STIA"), at 1 of 3).

This type of use is fairly recent; "high-cube" distribution facility type "warehouses" were only added to the Institute of Transportation Engineers Trip Generation Manuals in the last decade, for example. O5.1

The Project Conflicts with the Specific Plan Because the Specific Plan Did Not Contemplate This Type of Use

In the materials provided by the City as supporting materials or references for the DEIR on its website, only a segment of the 1992-1994 Specific Plan, which controls development of the area, is provided.[2] (The rest of the specific area plan is available at a different section of the website.)

The Sowell Road Specific Area Plan states that "Future development under this land use designation must be in conformance with the provisions of the CM/AG (Commercial Manufacturing/Agricultural Overlay) zone as established in Section 3.1.1 of this Specific Plan." (Sowell Road Specific Area Plan ("SRSP") at 2.1.1). In turn, Section 3.1.1 of the Specific Plan lays out the purpose of the CM/AG zone and the "allowed" or "permitted" uses. Importantly, the section states that the purpose of the zone is to provide for "agricultural and agriculturally related uses": "The purpose of this zone district is to provide areas for agriculture and agriculturally-related industrial uses. The intent is to provide for these areas with a zone district that is diverse, *yet also restrictive*, in order to ensure compatibility with the protection of neighboring agricultural O5.2

[2] See Stowell Packaging Warehouse Initial Study and Environmental Impact Report Supporting Documents | City of Santa Maria retr'd December 19, 2025

land uses from any negative impacts such as noise, odor, lighting, traffic, growth inducement or degradation of visual aesthetic values." (SRSP at 3.1.1(a)). (emphasis added).

The list permitted uses follows from this description of the purpose of the zone. There are fourteen listed categories of uses that are permitted in the zone, with eleven of those nested under "service establishments." The categories are: 1. Dry and irrigated farming; 2. pasture grazing; 3. service establishments, with eleven listed subcategories: "(a) agricultural packing and processing plant, (b) Blacksmith shop…, (c) Farm implement and machinery sales, service and supply…, (d) Farm implement rental shop, (e) Feed and fuel store, (f) Frozen food locker, (g) irrigation contractor, (h) Oil and water well drilling supplier, (i) Produce distribution warehouse, (j) Wholesale nursery supplies, (k) Wholesale supply storage and distribution center;" and 4. Small animal hospitals.

O5.2

The DEIR includes a response to comments submitted in response to the Notice of Preparation, as required by law. One commenter raised the issue of conformity (or non-conflict) with the Specific Plan. The DEIR responded that "The proposed project does not conflict with the land use designations or the agricultural-industrial character of the area. The site is located within an area planned for industrial development, and the proposed use is compatible with surrounding land uses." (DEIR at 1-6). This conclusory statement does not explain how a last-mile e-commerce distribution facility–a use not contemplated or in existence in 1992-94–does not conflict with the list of permitted or even conditional uses listed in the Specific Plan. None of the contemplated permitted uses is any kind of parcel delivery service, or even a pre-ecommerce analog to a package delivery service.

The closest feasible analog is a "Wholesale supply storage and distribution center," which by virtue of the use of the words "storage" and "wholesale" plainly does not refer to a last mile delivery service that expressly disclaims any storage function (see above) and inherently delivers to *retail* consumers. Indeed, this presumption of limited packaging for retail use is built into the analysis of the Initial Study: "The potential for release of hazardous materials is considered to be negligible given that *all materials would be prepackaged in limited quantities for retail consumption and use*, and any release would be small and likely to be easily contained." (Appendix A, Initial Study at 56) (emphasis added).

There is no catch-all provision in the Specific Plan which allows the City to determine in its discretion whether an unlisted use is permitted or allowed. In fact the language of the Specific Plan expressly limits the room for discretion in determining what is appropriate for the Sowell Road area, because the purpose of the zoning designation is "diverse, yet *restrictive*," particularly to ensure compatibility with the surrounding agricultural uses. O5.2

A city has broad discretion to interpret its own general plan, and in particular to make determinations of consistency. *Anderson First Coalition v. City of Anderson*, 130 Cal. App. 4th 1173, 1192 (2005). However, that discretion is not unlimited. *Families Unafraid v. County of El Dorado,* 62 Cal. App. 4th 1332, 1341 (1998). The determination of consistency must be reasonable–must be based on some kind of objective evidence, or resolving some ambiguity. *See e.g., Orange Citizens for Parks & Recreation v. Superior Court,* 2 Cal. 5th 141, 152, 157 (2016) (lack of ambiguity in the adopted general plan negated trial court's deference to extrinsic considerations in approving a project's consistency).

There is no ambiguity here. The SRSP is very clear that the land use designation is intended to provide for *agricultural*-related commercial and industrial uses, meant to complement the surrounding industrial uses. It incorporates a list of permitted and conditionally permitted uses, none of which include any kind of sortation or retail parcel-delivery service, or even a catch-all category that would allow the City to make a consistency determination. The lack of ambiguity and the direct conflict with the language of the Specific Plan means that there is a conflict with the General Plan, via the Specific Plan, and therefore the Draft EIR is legally deficient and any approvals that would flow from the adoption of the DEIR would be void or unlawful.

"The propriety of virtually any local decision affecting land use and development depends upon consistency with the applicable general plan and its elements." *Orange Citizens for Parks & Recreation v. Superior Court*, 2 Cal. 5th 141, 153, (2016) (internal quotations omitted). The requirement for consistency is what infuses growth planning "with the force of law." *Id* (quoting *deBottari v. City Council* (1985) 171 Cal.App.3d 1204, 1211). The City in drafting the SRSP with the particular concern that the Sowell Road area preserve its large-scale agricultural character made a very intentional planning decision: not that the area convert over time to general industrial uses, but that it convert over time to agriculturally-related (and compatible) industrial uses. To that end, the City was careful to list the permitted uses, all agriculturally-related, and to emphasize that the land uses could be diverse *but restricted.* O5.2

The DEIR's handling of this conflict is conclusory and insubstantial, in the sense that it states only that there is no conflict, but without any discussion of why. (DEIR at 1-6).

The DEIR'S Vehicle Miles Traveled (VMT) Analysis Requires More Documentation and Potential Mitigations

Opacity of the Modeling

The Project is not only incompatible with the Sowell Road Specific Plan, but the use incompatibility is aggravated by the nature of the allegedly "unavoidable" significant environmental impact. The DEIR correctly identifies the VMT excess over the threshold as a significant environmental impact. The per-employee VMT will exceed the acceptable threshold by nearly 240%, adding significantly more vehicles, congestion, and emissions to an area intended to have agriculturally-sensitive uses. Adding hundreds of commercial van trips onto roads that will also be used by slow-moving and over-sized agricultural equipment could very likely result in conflicts for the agricultural uses of precisely the type the Specific Plan was designed to avoid.

The traffic impacts and vehicle miles traveled were generated based on a variety of assumptions, including a modeling of package delivery and estimated commuter times. **O5.3**

The model for employee commute times is based on a figure from the California Emissions Estimator Model ("CalEEMod") and Santa Barbara County Association of Regional Governments Transportation Demand Model (SBCARGTDM), specifically assuming workers living a "reasonable commuting distance" from the Project. (Appendix D, VMT Analysis at 5). That figure is 6.6 miles per trip, or 13.20 total. It should be noted that the nearest residences to the Project are approximately 2.5 driving miles away, and that based on the median wage at such Amazon facility, and the median household income in Santa Maria, it is unlikely that the Project will be able to draw its entire workforce of approximately 600 from the handful of residential areas within six miles of the Project site in Santa Maria. What's more, by Amazon's own admission, an extremely high turnover rate of roughly 150% annually has made it difficult for the company to source its employees locally. In other words, Amazon burns through local labor pools at an extremely high

rate, indicating that the Project will need to pull its employees in from further and further away over time.[3]

Even more problematically, the VMT generation model uses a speculative formula when it could use actual data from existing last mile facilities in the region. The model assumes that "the routes the vans take vary by day and are optimized for the most efficient movement," but does not disclose the source of this assumption that the routes are "optimized for the most efficient movement." (Appendix D at 6). In any case, the model presumes to adjust for this by assuming travel to the "furthest point within the delivery zone" and back to the Project. *Id.*

This is not a satisfying analysis for the purposes of CEQA and a DEIR, because these terms are not defined and the source of the information not disclosed. It is not clear from the VMT analysis what the "delivery zone" is or why the Project operator's internally defined–but not justified–"delivery zone" can underlie a VMT analysis that the public must be able to review, comment on and potentially provide countervailing evidence for. To make the problem more clear, there is nothing in the analysis, the DEIR, or the proposed mitigation measures that would bind the Project operator to the delivery zone used in the analysis. Should the Project operator choose to expand the delivery zone–say for example by closing the other delivery station in the immediate region–the VMT generated could increase significantly. O5.3

The VMT analysis naturally cannot perfectly predict the future, but it does not need to. The analysis itself states that currently, some proportion of the existing "delivery zone" is serviced by an existing last mile parcel delivery station. *Id* at 6. Data from this site, and other Amazon-controlled delivery stations in the region, can and should be used to much more accurately model the likely behavior and generated vehicle miles for the Project.

[3] See Amazon's workforce turnover is so high that it could run out of people to hire by 2024 | Vox

The Project's operator, Amazon, has access to this data, naturally, as it maintains records of its deliveries. What's more, facilities in the region have undergone the DEIR process and therefore the actual VMT generated could be compared directly with the actual VMT generated to determine the accuracy of the model's assumptions. Given the opacity of the "delivery zone" (and its non-binding nature), a VMT modeling process that includes historical data and behavior of the same Project operator is not only more appropriate but necessary. O5.3

Alternatively, the DEIR should detail what the delivery zone is–and what constrains the Project operator to that delivery zone in the future, if anything.

Binding Mitigations

The DEIR lists some suggested mitigations but does not seriously investigate potential binding mitigations based on the fact that the VMT impacts so significantly exceed the thresholds that no set of mitigations could feasibly bring the Project into compliance. This is not an adequate reason not pursue all of the mitigations possible, *especially because* the proposed Project so significantly exceeds the thresholds.

Instead, the DEIR takes an a la carte approach, allowing the Project operator to choose from among a list of mitigation measure options, and seemingly change them at will on an annual basis. There are no figures attached to the individual mitigation measures, and no indication given of the degree of mitigation associated with each. O5.4

This approach to mitigation measures to the discretion of the Project operator at some future date amounts to unlawful deferral of formulation of mitigation measures. This is not compliant with Cal. Code Regs., tit. 14, § 15126.4, subd. (a)(1)(B). CEQA Guidelines require that

"the basis for selecting *a particular measure* should be identified." *Id.* While the mitigation measures here have been "formulated," none are associated with a quantum or range of actual mitigations, and none of the mitigations are binding–because the Project's operator is being allowed to choose from among them, and even change them at its own discretion. The mitigations are therefore not compliant with CEQA.

At least one of items on the proposed menu of mitigation measures seems to be duplicative of a practice allegedly already in place: "Telematics and Routing Optimization: Use software to reduce delivery trip lengths and improve efficiency." The VMT analysis already assumed maximum efficiency in routing–this was the basis of using a model based on a single trip to the furthest point in the delivery zone: "the routes the vans take vary by day and *are optimized* for the most efficient movement." (Appendix D at 6) (emphasis added). If it is the case that the routes are *already* optimized for the "most efficient" movement, it cannot be an additional mitigation measure to use software to optimize the routes, because by definition the "most efficient routes" are resulting in VMT that vastly exceeds thresholds.

O5.4

At the same time, the Project operator (Amazon) does not seem to directly control the drivers–or at least, that is the claim found in the submitted materials. Specifically, the Memorandum of Understanding defining the scope of the updated Traffic Impact Analysis states that "Vans are operated by Delivery Service Providers (DSPs) – *independent companies* contracted exclusively to Amazon." Either these are "independent companies" or they are so tightly controlled by Amazon that Amazon defines their routes "daily" and can require specific "optimized" routes. This seeming conflict within the DEIR needs to be explained.

Relatedly, the DEIR does not seem to seriously consider the potential of limiting the hours of operation or the delivery zone for the Project. Particularly given that the region is apparently

currently served by another last mile delivery facility, limitation of the delivery zone should be considered and if it is not feasible, the reason why it is not feasible should be disclosed to the public and to decision-makers.

O5.4

Conclusion

Given the conflict with the Specific Plan, without transparency as to the source (and justification) of assumptions underlying the VMT analysis, and absent actually binding, specific mitigation measures, any statement of overriding considerations would be inappropriate. The City should reject the Project because it conflicts with the Specific Plan–or the Specific Plan needs to be appropriately amended with a new environmental review. Even after that, the City needs to revisit the EIR process for this particular Project with appropriate metrics and evidence and compel binding mitigation measures.

O5.5

Thank you for your consideration. Please keep us informed as to the progress of this proposed Project.

Sincerely,



Victor Mineros

President

Teamsters Joint Council 42

Letter O5

COMMENTER: Victor Mineros, President, Teamsters Joint Council 42

DATE: December 26, 2025

Response O5.1

The commenter notes they are writing on behalf of Local 986 and Joint Council 42 of the International Brotherhood of Teamsters; and describes the proposed project.

This comment is acknowledged; no response is required as the comment does not raise an environmental issue.

Response O5.2

The commenter states that the project conflicts with the Stowell Road Specific Area Plan, which only permits agricultural and agriculturally related industrial uses. The commenter states that approving the project would violate CEQA's requirement for consistency with the General Plan.

As described in the Draft EIR, the project site is located within the West Stowell Specific Plan and is designated Heavy Commercial/Manufacturing under the City of Santa Maria General Plan, with zoning PD/CM-AG (Planned Development / Commercial Manufacturing -Agriculture Overlay). These adopted designations allow a range of industrial and commercial manufacturing processing uses. Interim use of the industrially designated properties for row-crop production continues as a transitional use within the West Stowell Specific Plan until development entitlements are issued. As the project site is designated and zoned for urban redevelopment, the proposed project would better conform with the intention of the West Stowell Specific Plan and the project site's designation and zoning. As discussed on page 2-4 of the Draft EIR, the project does not require a General Plan amendment or zoning change. The West Stowell Specific Plan Section 3.1.1.d establishes a process whereby the Planning Commission may consider a use which is not specifically listed in the Specific Plan's Commercial Manufacturing/Agriculture Overlay (CM/AG) Zone as a conditional use, by affirmatively making the findings listed in that same section. To approve the project, the Planning Commission, after duly considering all evidence presented at a future regularly scheduled and noticed Public Hearing, will need to affirmatively make the West Stowell Specific Plan Section 3.1.1.d findings, as well as affirmatively make the Conditional Use Permit and Planned Development Permit findings (Sections 12-35.105 and 12-35.203 of the Santa Maria Municipal Code). If the Section 3.1.1.d findings are made by the Commission, the Commission will have determined that the project is compatible with the adjacent agriculturally-related industrial activities, is not more obnoxious or detrimental to the public welfare than the conditional uses listed in Section 3.1.1.d, is similar in scope and scale to those other permitted and conditional uses listed in Section 3.1.1, and shall not threaten the viability of the adjacent agriculturally-related industrial uses. No further response is required.

Response O5.3

The commenter states the VMT modeling assumptions appear opaque and speculative, including unrealistic commute distances and undefined delivery zones. The commenter recommends using actual data from existing delivery facilities to improve transparency and accuracy. The commenter states that the undefined and non-binding delivery zone could lead to future increases in VMT if operations expand.

As described in the VMT Study (IS/EIR Appendix D), the project used standard methods to estimate employee commute VMT, relying on CalEEMod and Santa Barbara County Association of Governments (SBCAG) regional data. Because the future home locations of employees are unknown, the analysis relies on regional averages, an approach that is typical and accepted for VMT assessments throughout California. The delivery zone modeling similarly follows established practices used for similar facilities statewide. Although another delivery center currently serves part of the region, it is located farther away, and using VMT from that facility would not accurately predict VMT for the new facility due operational

differences. The VMT study therefore models VMT based on the proposed facility's own anticipated service area. While delivery zones can shift in the future, the analysis evaluates the maximum VMT reasonably expected if the project operates at full capacity. It is more likely that delivery zones would contract as more facilities are added, not expand. Accordingly, the VMT analysis reflects an appropriate methodology and the resulting significant and unavoidable VMT impact is accurately disclosed in the Draft EIR in Section 4.1 *Transportation*. No further response is required.

Response O5.4

The commenter notes that some proposed measures (e.g., route optimization) duplicate assumptions already used in the VMT analysis. The commenter suggests considering additional measures such as limiting the delivery zone or hours of operation.

Project related VMT comes exclusively from delivery routes rather than employee commuting, therefore only modest reductions are achievable through commuter-focused measures. Carpool and vanpool programs are the practical options currently available for reducing single-occupancy vehicle use as the van trips are an essential part of project operation. Even with full implementation, carpool and vanpool programs would reduce per-employee VMT by less than 0.50 miles per day, resulting in a minimal change to total VMT. Nevertheless, this measure is included in the Draft EIR as CEQA requires including feasible mitigation even when they are identified as significant and unavoidable. No further response is required.

Response O5.5

The commenter states that the City should reject the project due to its conflict with the Specific Plan, the VMT analysis due to its lack of transparency as to the source of the assumptions used in the study, and having mitigation measures that are not binding or specific.

Refer to Response to comment O5.2 for a discussion of conflicts with the Specific Plan. Regarding VMT mitigation, see Response to comment O5.4.

Per the West Stowell Specific Plan Section 3.1.1.d the Planning Commission may consider a use which is not specifically listed in the Specific Plan's Commercial Manufacturing/Agriculture Overlay (CM/AG) Zone as a conditional use, by affirmatively making the findings listed in that same section, as assessed in the IS/EIR on page 64 under Land Use and Planning. As stated in the IS:

> "According to the City of Santa Maria West Stowell Specific Plan, the Heavy Commercial Manufacturing (HCM) Land Use designation of the Specific Plan permits activities which manufacture and retail on the same site, as well as other heavy commercial uses which may be land extensive or require transport of materials by heavy truck." […] "West Stowell Specific Plan similar uses are permitted subject to obtaining a conditional use permit according to the procedures set forth in Chapter 35 of the Santa Maria Zoning Ordinance. A use may be found to be similar if the Planning Commission finds that the project: (i) falls within the intent and purpose of the Commercial/Manufacturing/Agricultural Overlay Zoning District (PD/CM-AG); (ii) will not be obnoxious or detrimental to the public welfare; and (iii) is compatible with adjoining land uses."

No further response is required.

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VIA EMAIL

January 06, 2026

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Patti Rodriguez, City Clerk
City Clerk-Records Division
City of Santa Maria
110 E. Cook Street
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Re: CEQA and Land Use Notice Request for the Package Delivery Warehouse Project (PD2024-0003)

Dear Ms. Dow and Ms. Rodriguez,

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the project known as the Package Delivery Warehouse Project (PD2024-0003), including all actions referring or related to the proposed development of a 128,480 square-foot delivery warehouse located at the 1600 block of West Stowell Road in Santa Maria ("Project").

We hereby request that the City of Santa Maria ("City") send by electronic mail, if possible, or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
    - Notices of any public hearing held pursuant to CEQA.
    - Notice of any Final EIR prepared pursuant to CEQA.
    - Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

O6.1

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail, if possible, or U.S. Mail to:

Richard Drury
Chase Preciado
Emy Lipkind
Leslie Reider
Lozeau Drury LLP
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Oakland, CA 94612
richard@lozeaudrury.com
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O6.1

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,

Emy Lipkind
Lozeau | Drury LLP

Letter O6

COMMENTER: Emy Lipkind, Lozeau Drury LLP

DATE: January 6, 2026

Response O6.1

The commenter notes they are writing on behalf of Supporters Alliance for Environmental Responsibility (SAFER) and requests to receive all CEQA and land use notices related to the project. The commenter requests that the City provide via email a notice of any and all actions, hearings, and decisions associated with the project.

This comment is acknowledged. The City has added the commenter's contact information to the project notification list and would provide future notices via email in accordance with CEQA and City procedures. No further response is required.

SOMACH SIMMONS & DUNN
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January 15, 2026

Via Electronic Mail Only

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

Attn: Cody Graybehl, Senior Planner (cgraybehl@cityofsantamaria.org)

Re: Comments on November 2025 Stowell Road Package Delivery Warehouse Draft EIR (SCH #2025080640)

Dear Mr. Graybehl:

On behalf of the Grower-Shipper Association of Santa Barbara and San Luis Obispo Counties (Grower-Shipper), we submit comments to the City of Santa Maria (City) Community Development Department on the November 2025 Stowell Road Package Delivery Warehouse (Project) Draft Environmental Impact Report (EIR) (SCH #2025080640). Grower-Shipper represents 150 growers, shippers, farm labor contractors, and supporting agribusinesses on matters related to agriculture within Santa Barbara and San Luis Obispo Counties, including within and around the City. Grower-Shipper members grow important crops that are consumed locally and statewide, such as broccoli, strawberries, lettuce, vegetable transplants, flowers, tree fruit, and wine grapes, including in the immediate Project area. Grower-Shipper's mission is to maintain a vibrant agricultural industry in the region by assisting members to address challenges and capitalize on strengths and opportunities. **O7.1**

As explained in more detail below, the Draft EIR violates the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) because it fails to provide an accurate project description and fails to adequately analyze impacts to traffic safety, agricultural resources, and land use. Grower-Shipper submitted comments on the Notice of Preparation (NOP) on September 12, 2025, which are attached hereto and incorporated herein. The concerns raised in Grower-Shipper's NOP comments have not been resolved by the Draft EIR. **O7.2**

A. The Draft EIR's Project Description Is Inaccurate

"[A]n accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." (*Stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 17-18, citing *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 139 (*Inyo*), internal quotations omitted; see also *City of Santee v. County of San Diego* (1989) 214 Cal.App.3d 1438, 1454 ["only through an accurate view of the project may the public and interested parties and public agencies balance the proposed project's benefits against its environmental cost, consider appropriate mitigation measures, assess the advantages of terminating the proposal and properly weigh other alternatives"].) When a project description obscures or misrepresents a fundamental aspect of the project, an EIR fails as an informational document. (See, e.g., *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 88-89.)

Here, the Draft EIR's project description is inaccurate—it does not reflect the project that the City purports to approve and allow to be constructed and operated. The Project as described in the Draft EIR includes two eastbound lanes on West (W.) Stowell Road with no left turn lane into the proposed facility. (See Draft EIR, p. ES-3; *id*., appen. A, attach. 1, sheet C-2 [Frontage Improvements].) However, as Grower-Shipper discovered through communications with City Staff on December 11 and December 16, 2025, the City intends to modify the Project's design through project conditions of approval to include only one eastbound lane and one two-way turn lane. Roadway modifications and ingress/egress are fundamental aspects of the Project. Up to "990 passenger cars and vans" could be onsite and traveling to and from the Project site along with "[a]pproximately 34 line-haul trucks (semi-trailer trucks)" that "would be expected to deliver packages to the warehouse each day." (*Id*., pp. ES-2, 2-12.) The Draft EIR estimates that the Project will result in 2,128 daily traffic trips (1,176 employee trips, 690 delivery van trips, 194 private carrier trips, and 68 line-haul truck trips). (*Id*., appen. C, p. 16.) This is an incredible volume of vehicles that will travel to and from and enter and exit the site each day. It is imperative that the EIR accurately describe the roadway modifications and site ingress/egress to properly inform the analysis.

O7.3

For example, the Draft EIR claims that the Project would improve safety (Draft EIR, pp. 4.1-8 – 4.1-9); however, with only one eastbound lane and one two-way turn lane, Grower-Shipper contends, based on its members' familiarity with this road and the movement of agricultural goods and workers in this area, that the Project will decrease roadway safety and accordingly decrease the safe and efficient movement of agricultural goods, workers, and equipment, through traffic delays and other unsafe roadway conditions, as discussed more below.

The Draft EIR's project description is also incomplete—it omits integral technical characteristics about roadway design. (Cal. Code Regs, tit. 14, div. 6, ch. 3 [CEQA Guidelines], § 15124, subd. (c).) Information about crucial modifications to W. Stowell Road is buried in Appendix A. Roadway design and ingress/egress are not collateral information or

highly technical data that need not appear in the body of an EIR (see *id*., § 15147)—they are central to several significant environmental impacts, discussed below.

Decision-makers and the public cannot be sufficiently informed "of the significant environmental effect[s] of a project," as CEQA requires, if the Project is inaccurately and inadequately described in a manner that obscures and minimizes impacts, as occurs here. (CEQA Guidelines, § 15121, subd. (a).) An informational failure like this does not let "affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal … and weigh other alternatives in the balance." (*Inyo*, *supra*, 71 Cal.App.3d at pp. 192-193.) "The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR … [a]n EIR on a construction project will necessarily be more detailed in the specific effects of the project … because the effects of the construction can be predicted with greater accuracy." (CEQA Guidelines, § 15147.) To comply with CEQA, the City must revise the Draft EIR to include an accurate and complete description of the Project's roadway design and revise analysis or perform additional analysis to ensure the EIR is sufficiently informational. **O7.3**

B. The Draft EIR Fails to Analyze Traffic Safety Impacts

As explained above, the version of the Project reportedly being considered by the City, with only one eastbound lane and one two-way turn lane, will decrease roadway safety. Grower-Shipper's NOP comments noted that congestion, as well as turns into the Project facility, could create backups and safety issues for users, especially during periods of high traffic volume. Agricultural vehicles and equipment that frequent the area have differing speed and dimensions than the vehicles that will frequent the Project. Careful consideration and mitigation of line of sight, turns, needed turning radiuses, and the curve in W. Stowell Road near the Project site, which reduces line of sight and can influence the effective speed of traffic, is necessary here. Grower-Shipper has consistently advocated for a variety of options for east-west movement through the City and region to sufficiently and safely accommodate agricultural related traffic, and this Project reinforces the need for various options to address these demands. As it pertains specifically to this Project, to reduce significant impacts to safety, Grower-Shipper requested to the City, in a September 25, 2025, email, attached hereto and incorporated herein, inclusion of the following mitigation measures in the EIR: **O7.4**

- Widen Stowell Road between Blosser Road and Black Road to four vehicle lanes (two lanes in each direction);
- Include bike lanes on Stowell Road on both sides of the roadway, in addition to the four total vehicle lanes;
- Include a dedicated left turn lane into the Project facility (heading westbound from the City); and

- Include a traffic control light/signal at the intersection of Stowell Road and Black Road.

Grower-Shipper again requests that these mitigation measures be included in the EIR.

Performing a vehicle-miles-traveled (VMT) analysis for traffic impacts "does not relieve [the City] of the requirement to analyze a project's potentially significant transportation impacts related to … safety, or any other impact associated with transportation." (Pub. Resources Code, § 21099, subd. (b)(3).) "Appendix G to the CEQA Guidelines recommends that, in determining whether a project will have significant traffic impacts, lead agencies consider whether it will '[s]ubstantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?' ([CEQA] Guidelines, appen. G, § XV, subd. (d).)" (*Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 735.) A project that could "doubl[e] the traffic volume," as would occur here during certain times of the day, "may have a significant impact on traffic safety." (*Id*., at p. 736.) As one example, the anticipated time of arrival of the delivery drivers to the Project site is 9:20 a.m., with delivery departures occurring every 20 minutes thereafter. (Draft EIR, p. ES-2.) This would coincide with the morning peak traffic for medium-sized agricultural trucks traversing W. Stowell Road and other regional roadways near the Project, increasing roadway safety issues. This potentially significant impact needs to be analyzed in the EIR. **O7.4**

Moreover, as explained in Grower-Shipper's NOP comments, the Traffic Impact Study (TIS) collected traffic counts over one 24-hour period in April. However, regional agricultural employment does not usually peak until June or July. In 2024, total farm employment increased 21% from April to July. This increase in employment results in an increase in agricultural traffic. Additionally, data from the U.S. Department of Agriculture Agricultural Marketing Service, compiled by the California Strawberry Commission showed the weekly volume of strawberries grown in the Santa Maria District increased as much as 60% in the weeks following the date that the Draft EIR traffic count was conducted. W. Stowell Road services several facilities essential to strawberry production, which underscores the inadequacy of the analysis.

To ensure accurate analysis and full disclosure of potential significant safety impacts, traffic counts must be properly timed to correspond with the heaviest annual agricultural traffic. Additionally, as explained in the NOP comment letter, several intersections were omitted from the TIS that should be studied to sufficiently determine traffic safety impacts, including Main Street/State Route (SR) 166 and Hanson Way and Main Street/SR 166 and Blosser Road, as these will be probable routes of Project employee and delivery vehicle travel. Further, Grower-Shipper challenges the TIS analysis of the intersection of W. Stowell Road/Black Road. (Draft EIR, appen. C, Tables 1, 7, 8.) The TIS claims that the intersection operates at an overall level of service (LOS) A and will continue to operate at overall LOS A with the Project (*ibid*); however, Grower-Shipper members who frequent the intersection

report significant delays exceeding LOS A. The City must do more here to satisfy CEQA's requirement to analyze potentially significant traffic safety impacts. O7.4

C. The Draft EIR Fails to Analyze Impacts on Agricultural Resources

As articulated in Grower-Shipper's NOP comments, the Initial Study correctly notes that "[t]he City of Santa Maria, located in Santa Barbara County, is characterized by its rich agricultural heritage … [a]griculture plays a significant role in the local economy … ." (Draft EIR, appen. A, p. 13.) The Initial Study, however, incorrectly concludes that the Project is compatible with adjoining land uses and would not have any adverse impacts on neighboring agricultural uses. (*Ibid*.) The parcel directly west of the Project site, parcels to the south, and the entire area to the north consists of active agricultural land. The Project's adverse impact on traffic safety (explained above) without adequate mitigation measures (requested above) will decrease the safe and efficient movement of agricultural goods, workers, and equipment and adversely impact these neighboring agricultural uses, as well as many other regional agricultural operations. Agricultural operations that utilize the roadways impacted by the Project will experience delays in produce reaching neighboring cooling facilities, which can result in significant crop spoilage and reduction of shelf life. This is a concern at all times of the year, and most especially during warmer summer months. Additionally, delays in employees and/or equipment safely and efficiently reaching worksites will also negatively impact agricultural resources in perpetuity. These impacts could ultimately damage agricultural operations such that farmland is made inoperable and converted. O7.5

These reasonably foreseeable impacts can occur during both Project construction and operation and must be considered in the EIR in a dedicated agricultural resources section with feasible mitigation proposed. (See, e.g., CEQA Guidelines, §§ 15126, 15126.2, 15126.4, 15358 [both direct and indirect effects must be analyzed].) For example, mitigation should be proposed that avoids delays from road-disruptive activities related to construction to the maximum extent feasible from the months of April through October, and most especially May through September. Furthermore, mitigation measures to minimize ongoing disruptions to traffic safety and agricultural resources caused by the Project must be incorporated. Because of these impacts to agriculture, the Project contravenes General Plan Policy 5 to "[p]reserve agricultural lands for continued agricultural activities in the Santa Maria Valley" and the Santa Barbara County Right to Farm Ordinance that purports to "protect agricultural land uses … on land zoned exclusively for agricultural use from conflicts with nonagricultural land uses that may result in financial hardship to agricultural operators or the termination of their operation." (Santa Barbara County Code, § 3-23, subd. (a).)

D. The Draft EIR Fails to Analyze Land Use Compatibility and Project Consistency with Several General Plan Land Use Goals and Policies O7.6

The Project, as currently contemplated by the City, is incompatible with several General Plan Land Use goals and policies, including:

- Goal L.U.6b, Preserve Agricultural Resources: Accommodate growth while making every effort to preserve agricultural resources in the surrounding region.
- Goal L.U.6c, Urban/Agriculture Equilibrium: Achieve a balance between increased developments and the maintenance, management, and/or preservation of local resources.
- Goal L.U.7, Land Use Conflict Reduction: Reduce existing and potential land use conflicts.
- Policy L.U.7, Site Design: Avoid land use problems before they arise and create maximum harmony through innovative urban design between various land uses.

As explained above, the Project would adversely impact agricultural operations without analyzing those impacts or proposing mitigation in the EIR, and therefore the City is not making every effort to preserve agricultural resources in the surrounding region, nor is it achieving a balance between increased developments and preservation of local resources, reducing potential land use conflicts, or avoiding land use problems before they arise and creating maximum harmony through innovative design. To the contrary, the City has seemingly and silently redesigned the Project while still failing to minimize land use conflicts and failing to achieve balance and harmony.

O7.6

The Project also conflicts with the W. Stowell Specific Plan, which applies to the Project site. As discussed in Grower-Shipper's NOP comments, the Project would conflict with Specific Plan recommendations, goals, and policies to preserve the area's agricultural character, achieve functional unity with the area's agriculture character, minimize impacts from development, ensure that a majority of existing agricultural uses are maintained in their current state, and, importantly, provide safe and convenient access to agricultural uses.

These plans and policies were adopted at least in part to avoid or mitigate environmental effects, namely agricultural resources, and the Project's conflicts with these plans and policies would result in a significant impact on agriculture, as explained above. These conflicts and this impact must be considered in a dedicated land use section of the EIR with feasible mitigation proposed. (See CEQA Guidelines, appen. G, § XI, subd. (b); *id*., § 15063, subd. (d)(5); *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 930-936.)

Moreover, as explained in the Initial Study, under the W. Stowell Specific Plan the project requires a "conditional use permit" that can only be issued if the Project is found to be "similar enough to the manufacturing uses allowed in the zone" and to have no "adverse impacts on the neighboring agricultural uses." (Draft EIR, appen. A, p. 14.) To be found similar enough to allowable uses, the Project must not be detrimental to the public welfare or incompatible with adjoining land uses. (*Ibid*.) None of these findings can be made, however, because, as explained above, the Project as currently contemplated will adversely affect

neighboring agricultural uses, be detrimental to public welfare as a result of traffic safety issues and the foreseeable loss of produce from the local food supply, and would be incompatible with adjoining agricultural uses. Thus, without sufficient analysis in the EIR resulting in adequate mitigation, the Project cannot be approved. O7.6

E. Conclusion

Thank you for your consideration of this comment letter. Grower-Shipper's members are very concerned about the Project's impacts on roadway safety and agricultural operations and request adequate analysis and sufficient mitigation measures to control traffic flow and ensure safety on W. Stowell Road, especially between Blosser Road and Black Road, for the mix of existing agricultural traffic and proposed Project traffic that will utilize these roadways. Grower-Shipper is also concerned about the increasing use of Artificial Intelligence (AI) in the preparation of CEQA documents and the inaccuracies that often accompany its use. Accordingly, in addition to the above requests and considerations, Grower-Shipper requests to be informed of which, if any, portions of the EIR were prepared or will be prepared with the assistance of AI. O7.7

We are happy to answer any questions the City may have. Please feel free to contact me at ktaber@somachlaw.com. And, please add me to the list of parties that receive all notices regarding the Project.

Sincerely,

Kelley M. Taber

Attachments

ATTACHMENTS

Grower Shipper ASSOCIATION
of Santa Barbara and San Luis Obispo Counties

September 12, 2025

Cody Graybehl
Senior Planner
City of Santa Maria, Planning Division
Community Development Department
cgraybehl@cityofsantamaria.org

Re: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Santa Maria Package Delivery Warehouse Planned Development Permit, Project No. PD2024-0003

Dear Mr. Graybehl,

On behalf of the Grower-Shipper Association of Santa Barbara and San Luis Obispo Counties, we appreciate the opportunity to comment on the referenced project. We represent members who are growers, shippers, Farm Labor Contractors, and interdependent businesses near the immediate project area and beyond. On behalf of our members, we have reviewed the NOP and identified several significant flaws. The Land Use and Planning impacts could be Potentially Significant, as they could conflict significantly with the goals and policies of the West Stowell Specific Plan. We are furthermore concerned that impacts to Agricultural Resources and Transportation could also be Potentially Significant. These impacts could be grossly understated due in large part to an inadequate and fatally flawed Traffic Impact Study.

Land Use and Planning

The project could 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. The Initial Study failed to accurately capture both the conflicts with the West Stowell Specific Plan and negative impacts to the agricultural resources envisioned under the Specific Plan.

Several of the most applicable potential project conflicts with the West Stowell Specific Plan include, but are not limited to the following:

1.1.2. Summary of Specific Plan Recommendations.

Land Use. …The area currently supports agriculture and related industrial uses. Development under the plan would preserve the area's existing agriculture-industrial character. To this end, the site has been designated for agriculturally-related industrial uses.

Circulation. …Because proposed land uses are not expected to cause traffic impacts on the existing road network, few additions are proposed by this plan.

1.2 Goals of the Specific Plan:

1. It shall be the goal of the West Stowell Specific Plan to achieve a unique, identifiable agricultural and industrial area that provides functional unity with the area's agricultural character.

2. It shall be the goal of the West Stowell Specific Plan to preserve as much agricultural acreage as possible through the implementation of an Agricultural-Industrial Overlay Zone.

2.1.1 Overall Development Pattern

...It is designed to accommodate future industrial growth, while maintaining agricultural land uses and minimizing impacts to the environment.

Heavy Commercial Manufacturing (HCM). ...It is the intent of the West Stowell Specific Plan to use this designation along with an agricultural overlay as a means of safeguarding and encouraging agriculturally-related industrial activity adjacent to existing agricultural uses.

2.1.2 Land Use Objectives, Policies and Programs

Objective: Provide for a variety of agricultural and agriculturally-related industrial uses, while minimizing environmental impacts resulting from development.

Policy LU 3 -- Assure that a majority of existing agricultural uses are maintained in their current state.

2.2.2 Circulation Objectives, Policies and Programs

Objective: The West Stowell circulation system is to provide safe and convenient access to the agricultural uses and related industrial developments located within the planning area.

3.1.1 Commercial Manufacturing/Agriculture Overlay (CM/AG) Zone Standards and Allowed Uses

...a. Purpose. The purpose of this zone district is to provide areas for agriculture and agriculturally-related industrial uses. The intent is to provide for these areas with a zone district that is diverse, yet also restrictive, in order to ensure compatibility with the protection of neighboring agricultural land uses from any negative impacts such as noise, odor, lighting, traffic, growth inducement or degradation of visual aesthetic values.

Furthermore, although the project lies with the City of Santa Maria's land use planning jurisdiction, the reasonably foreseeable project impacts could also spill into the County land use jurisdiction and conflict with policies that protect orderly land use planning and agricultural resources adopted by both Santa Barbara County and LAFCO.

Agriculture Resources

The project's initial study correctly notes that "The City of Santa Maria, located in Santa Barbara County, is characterized by its rich agricultural heritage and limited forested areas. Agriculture plays a significant role in the local economy…" In this specific and isolated project situation, we do not necessarily oppose the permanent loss of prime agricultural land through conversion to unrelated urban uses. However, the project must adequately identify and mitigate potential negative impacts to agriculture before determining whether the proposed project would be obnoxious or detrimental to the public welfare or would introduce land use conflicts during its construction or operation.

More specifically, we find the project's impacts to traffic to be potentially significant to agricultural resources, both individually and cumulatively, and call for their adequate study and mitigation in the EIR and as project conditions. Our members grow highly perishable crops. Delays in produce reaching neighboring cooling facilities can result in significant crop spoilage and reduction of shelf life. This is a concern at all times of the year, and most especially during warmer summer months. We ask that construction activities and subsequent operations do not result in delays of fresh produce reaching cooling facilities. More specifically, road-disruptive activities related to construction should avoid delays to the maximum extent feasible from the months of April through October, and most especially June through September. Additional concerns are detailed in the following section.

We would like to further discuss with our members the potential impacts, both individually and cumulatively, of the loss of land in the City that was intended to be for agricultural-industrial to unrelated uses, and whether this loss would result in significant impacts to agricultural resources and others.

Transportation

We are very concerned about the project's impacts related to Transportation. The proposed project will result in a significant increase in traffic in the area, and we are particularly concerned about the potential impacts to the safe and efficient movement of agricultural goods, workers, and equipment. We request that the project review correct the following fatal flaws and adequately address the following:

1. **Inadequate Timing of Traffic Study.** Local agricultural operations do not follow traditional office-based hours. We appreciate that the traffic count was performed over a 24 hour period, however it failed to capture seasonal fluctuations in local traffic due to the seasonality of agriculture. The traffic counts were performed on April 18, 2024. California Employment Development Department-Labor Market Information Division-Santa Maria Santa Barbara MSA- Industry Employment & Labor Force - by MONTH[1] showed a 21% increase in Total Farm employment from April 2024 to its peak in July 2024. A properly timed traffic study will likely result in different conclusions on the potential impact of the project and need for adequate mitigation measures.
2. **Inadequate Scope of Traffic Study.** We find it peculiar that Main St-166/Hanson and Main St-166/Blosser Rd were not also studied, as these could be probable routes of employee and delivery vehicle travel. These intersections should also be included in a corrected Traffic Impact Study.
3. **Account for Traffic Impacts on Agricultural Operations.** We are concerned that overall congestion, as well as turns into the facility, could create backups and safety issues for users, especially during periods of high traffic volume. Furthermore, agricultural vehicles and equipment that frequent the area have differing speed and dimensions than the proposed project's vehicles. We encourage careful consideration and mitigation of line of sight, turns, needed turning radiuses, and the curve in Stowell Road near the proposed location, which reduces line of sight and can influence the effective speed of traffic. We have also consistently advocated for a variety of options for east-west movement through the City of Santa Maria and region as a whole, and believe this is another opportunity to reinforce the need for various options to address these demands.
4. **Compatibility of Bicycles.** Finally, the project will "encourage commuting to the project site via bicycles rather than vehicles." We are unclear if the proposed off-site improvements extend beyond the immediate project frontage. It does not appear that the project will include significant widening of Stowell Rd, including westbound travel or turn lanes, or the addition of bike lanes in both directions. We are concerned with the safety and compatibility of bicycle traffic to and through the industrial area, given the heavy vehicles and equipment that will be traveling through the area. If this is true, our members ask for Stowell Rd to be widened and bike lanes added to accommodate this use.

An accurate Traffic Impact Study must be prepared to identify and analyze potentially significant impacts and potentially adequate mitigation measures. These and the other revisions noted above will be essential in determining whether the project can be found to be compatible with the surrounding agricultural uses. It could also be helpful to recirculate the Notice of Preparation with corrected documents so that the public can review the potential impacts. At a minimum, if the EIR does directly proceed, it should include analysis and identification of mitigation measures to address the potentially significant impacts to Agriculture and Forestry Resources and Land Use and Planning, as well as Transportation. We further request to be informed in writing of future notices and opportunities to comment related to the project. Thank you for your consideration of these comments. We believe a comprehensive and detailed analysis of these specific issues is essential to ensuring a thorough and meaningful environmental review and successful project construction and operation if it moves forward at this location.

Sincerely,

Claire Wineman

Claire Wineman, President

[1] https://labormarketinfo.edd.ca.gov/file/indhist/satb$hws.xls August 15, 2025

claire.wineman@grower-shipper.com

From: Cody Graybehl <cgraybehl@cityofsantamaria.org>
Sent: Thursday, September 25, 2025 4:36 PM
To: claire.wineman@grower-shipper.com
Cc: Frank Albro Jr.
Subject: RE: Comments on Project No. PD2024-0003 - NOP Stowell Rd Package Delivery Warehouse PDP

Good afternoon Claire,

Received, thank you.

Staff will need some time to review the proposed items below and coordinate with our environmental consultant and the City's Engineering Division before providing any feedback on the concepts.

Sincerely,

Cody Graybehl
Senior Planner
Planning Division
Community Development Department
City of Santa Maria
(805) 925-0951 x 2552
cgraybehl@cityofsantamaria.org
110 S. Pine Street Suite 101
Santa Maria, CA 93458

From: claire.wineman@grower-shipper.com <claire.wineman@grower-shipper.com>
Sent: Thursday, September 25, 2025 9:44 AM
To: Cody Graybehl <cgraybehl@cityofsantamaria.org>
Cc: Frank Albro Jr. <falbro@cityofsantamaria.org>
Subject: RE: Comments on Project No. PD2024-0003 - NOP Stowell Rd Package Delivery Warehouse PDP

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Good morning,

I wanted to follow up on our recently submitted comments. Our Board of Directors recently met and requested inclusion of the following to mitigate reasonably foreseeable traffic and agricultural impacts:

- Widen Stowell Rd between Blosser Rd and Black Rd to 4 vehicle lanes (2 lanes in each direction) and also add a bike lane in each direction (1 bike lane in each direction in addition to the vehicle lanes), and

- Add a left turning lane into the facility (left turn if heading westbound from the City), and
- Add a traffic control light/signal at Stowell Rd and Black Rd

Please let me know if you have any questions on the Board's direction.

Thank you,
Claire

Claire Wineman
President
Grower-Shipper Association
of Santa Barbara and San Luis Obispo Counties
Mailing Address-*NEW*:
PO Box 309
Santa Maria, CA 93456
Physical Address:
534 E Chapel St
Santa Maria, CA 93454
Phone: 805.343.2215
Cell: 805.868.8245
Email: claire.wineman@grower-shipper.com

From: Cody Graybehl <cgraybehl@cityofsantamaria.org>
Sent: Monday, September 15, 2025 7:31 AM
To: Claire Wineman <claire.wineman@grower-shipper.com>
Subject: RE: Comments on Project No. PD2024-0003 - NOP Stowell Rd Package Delivery Warehouse PDP

Good morning Clarie,

Received, thank you.

Sincerely,

Cody Graybehl
Senior Planner
Planning Division
Community Development Department
City of Santa Maria
(805) 925-0951 x 2552
cgraybehl@cityofsantamaria.org
110 S. Pine Street Suite 101
Santa Maria, CA 93458

From: Claire Wineman <claire.wineman@grower-shipper.com>
Sent: Friday, September 12, 2025 4:52 PM
To: Cody Graybehl <cgraybehl@cityofsantamaria.org>
Subject: Comments on Project No. PD2024-0003 - NOP Stowell Rd Package Delivery Warehouse PDP

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Good afternoon,

Please see attached for comments on the referenced project. I would appreciate if you could please confirm receipt and inform us of future public notices and opportunities to comment.

Thank you,
Claire

Claire Wineman
President
Grower-Shipper Association
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Letter O7

COMMENTER: Kelley M. Taber, Somach Simmons & Dunn

DATE: January 15, 2026

Response O7.1

The commenter notes they are writing on behalf of Grower-Shipper Association of Santa Barbara and San Luis Obispo Counties (Grower-Shipper). The commenter states Grower-Shipper represents about 150 agricultural businesses operating in and around the City of Santa Maria, including growers of key regional crops near the project site, and its mission is to support a robust regional agricultural industry.

This comment is acknowledged. This comment does not pertain to the environmental analysis presented in the Draft EIR, and no further response to this comment is required.

Response O7.2

The commenter believes the Draft EIR violates CEQA (Pub. Resources Code, § 21000 et seq.) because it fails to provide an accurate project description and fails to adequately analyze impacts to traffic safety, agricultural resources, and land use.

These issues are addressed below in the responses to the specific comments raised by the commenter.

Response O7.3

The commenter states that the Draft EIR's project description is inaccurate and misleading, particularly regarding the planned roadway modifications on West Stowell Road. Because the project generates over 2,100 daily trips, including 34–68 line-haul truck trips, accurate roadway design would be essential to evaluate impacts. The commenter states that locating roadway details only in the appendices rather than the main body of the Draft EIR, obscures important information and prevents proper CEQA review.

The projects TIS (IS/EIR Appendix C) fully evaluated the project using standard CEQA and City methodologies. The project description in the Draft EIR accurately reflects the proposed roadway modifications and transportation improvements as analyzed in the TIS. As discussed in the Draft EIR Executive Summary (pages ES-3 and ES-8) and Section 2.4.5, *Parking and Site Access*, the project includes improvements along West Stowell Road, including installation of additional eastbound travel lanes, a bicycle lane, sidewalk improvements, pedestrian barricades, street lighting, and curb and gutter modifications to support safe site access. These improvements are further illustrated on the site circulation and frontage improvement plans and are evaluated in detail in Section 4.1, *Transportation* and the TIS in Appendix C, which analyze site access, truck circulation, and interaction with existing roadway conditions, therefore recirculation is not required. No further response is required

Response O7.4

The commenter states that the Draft EIR inadequately analyzes traffic safety, including conflicts with agricultural traffic. The commenter states that agricultural vehicles have slower speeds and wider turning radiuses, therefore the commenter states that the proposed roadway configuration (only one eastbound lane) will decrease safety, especially near the road curve limiting visibility. The commenter had previously recommended mitigation measures, including:

- Widening Stowell Road to four lanes
- Adding bike lanes in both directions
- Adding a dedicated left-turn lane into the facility
- Installing a traffic signal at Stowell & Black Road

The commenter states that the Draft EIR's TIS is flawed because traffic counts were taken in April, whereas agricultural traffic peaks in June–July (e.g., strawberry volumes increase up to 60 percent later in the season). The commenter states that the TIS failed to include key intersections (Main St/SR-166 at Hanson and Blosser), likely used by project-related traffic.

As discussed in the Draft EIR Section 4.1, *Transportation* and the TIS (IS/EIR Appendix C), the project's transportation analysis evaluated roadway safety, intersection operations, and potential conflicts with existing traffic patterns on Stowell Road. The analysis included an assessment of vehicle speeds, lane configurations, sight distance, and roadway geometry in accordance with City standards and industry-standard methodology. The TIS concludes that the proposed roadway configuration would continue to operate safely with implementation of project improvements.

Agricultural traffic is generally not considered substantially different from typical traffic because it uses the same public roadways, follows the same traffic laws, and produces similar types of vehicle-related impacts, such as emissions, noise, and roadway wear. While agricultural vehicles may be slower or larger, these characteristics alone do not make them a distinct traffic category in the transportation analysis, which evaluates overall vehicle volumes, trip generation, and roadway performance regardless of a vehicle's purpose. As long as agricultural traffic operates within normal legal and safety parameters and does not introduce unique hazards or significantly different travel patterns, it functions similarly to other vehicles on the network and is therefore treated as part of general traffic rather than a specialized or separate class.

Roadway widening is not necessary as the traffic analysis determined that West Stowell Road has adequate capacity to accommodate projected vehicle volumes without resulting in safety concerns. The proposed project would include signal optimization which would also serve to enhance the overall level of service along Stowell Road, though level of service is not considered a CEQA impact.

As discussed in the Draft EIR Section 4.1, *Transportation* and the TIS (IS/EIR Appendix C), there are no sidewalk or bicycle facilities along West Stowell Road or within a half-mile of the proposed project. As there is no reasonable nexus to provide bicycle facilities and bicycle trips along nearby roadways are minimal, the project would not be required to implement bicycle lanes on West Stowell Road.

Refer to Response O3.9 for a discussion of the incorporated dedicated left turn lane.

The West Stowell Road and Black Road intersection was not identified within the TIS as requiring traffic signal or other improvements to resolve a potential impact from the project. As such, no improvements are proposed to this intersection or needed because of project impacts.

Further the project description with regard to traffic is not flawed, as asserted by the commenter. As stated in the Court in *Gooden v. County of Los Angeles* (2024) 106 Cal.App.5th 1, 17, a project description may be considered accurate and stable without "robbing public agencies of the flexibility needed to tailor projects in response to feedback." *Id.* Instead, the courts look to ensure the public's ability to participate in process and comment meaningfully and whether the ultimately approved project alters the very nature of the project or its approved main features. *Id* at 18-19. Here, the nature of the project and its approved main features remain consistent, while the lead agency is entitled to flexibility in its implementation. No further response is required.

Response O7.5

The commenter states the Draft EIR overlooks significant impacts on agricultural operations, including:

- Delays to the movement of fresh and highly perishable produce, potentially causing spoilage and economic losses.
- Reduced safety and efficiency for workers, equipment, and transport vehicles.
- Cumulative impacts during both construction and operation.
- Potential conversion of farmland if operations become infeasible due to increased congestion and delays.

The commenter emphasizes that these impacts directly conflict with local agricultural policies and the Santa Barbara County Right-to-Farm Ordinance.

CEQA does not evaluate transportation impacts based on congestion, delay, or LOS. As described in the Draft EIR Section 4.1, *Transportation,* the project does not substantially alter roadway capacity or create new operational constraints that would impede regional agricultural goods movement. Project traffic occurs largely outside peak agricultural haul and school commute periods. No evidence was provided demonstrating that project operations would result in spoilage or economic losses. Accordingly, potential delays attributed to traffic congestion are not a CEQA impact and do not require mitigation.

Refer to Response to comment A3.2 for a discussion on roadway safety.

The Draft EIR evaluated cumulative transportation impacts using a project list consistent with CEQA Guidelines. Even when the project is considered cumulatively with other planned development, the project would not cause a significant increase in VMT affecting agricultural activities or create hazardous roadway conditions affecting agricultural activities. No evidence was provided demonstrating that cumulative construction or operational traffic would render agricultural operations unsafe or infeasible.

As described in the IS/EIR on page 3-2, the project site is located within the West Stowell Specific Plan and is designated Heavy Commercial/Manufacturing under the City of Santa Maria General Plan, with zoning PD/CM-AG (Planned Development / Commercial Manufacturing -Agriculture Overlay). These adopted designations allow a range of industrial and commercial manufacturing processing uses. As noted in the Draft EIR, the proposed project does not require a General Plan amendment or zoning change and is consistent with the land use framework already adopted for this area.

The West Stowell Specific Plan Section 3.1.1.d establishes a process whereby the Planning Commission may consider a use which is not specifically listed in the Specific Plan's Commercial Manufacturing/Agriculture Overlay (CM/AG) Zone as a conditional use, by affirmatively making the findings listed in that same section. To approve the project, the Planning Commission, after duly considering all evidence presented at a future regularly scheduled and noticed Public Hearing, will need to affirmatively make the West Stowell Specific Plan Section 3.1.1.d findings, as well as affirmatively make the Conditional Use Permit and Planned Development Permit findings (Sections 12-35.105 and 12-35.203 of the Santa Maria Municipal Code). If the Section 3.1.1.d findings are made by the Commission, the Commission will have determined that the project is compatible with the adjacent agriculturally-related industrial activities, is not more obnoxious or detrimental to the public welfare than the conditional uses listed in Section 3.1.1.d, is similar in scope and scale to those other permitted and conditional uses listed in Section 3.1.1 and shall not threaten the viability of the adjacent agriculturally-related industrial uses. The Santa Barbara County Right-to-Farm Ordinance is intended to protect agricultural operations from claims resulting from lawful farming activities. The project would not restrict, encroach upon, or impose new operational limitations on surrounding agricultural uses, nor would it introduce residential or other sensitive uses that would increase the potential for land use conflicts. Refer to Response to comment O3.7.

Response O7.6

The commenter states that the project conflicts with multiple General Plan goals, including:

- Preserving agricultural resources (Goal LU-6b)
- Balancing development with agricultural preservation (Goal LU-6c)
- Reducing land-use conflicts (Goal LU-7)

The commenter states that the project also conflicts with the West Stowell Specific Plan, which requires:

- Preservation of agricultural character
- Safe and convenient access to agricultural uses
- Ensuring agricultural land uses remain compatible with new development

The commenter argues that because the Draft EIR fails to analyze or mitigate these conflicts, the City cannot make required findings for issuing a Conditional Use Permit, including compatibility with agricultural uses and protection of public welfare.

Regarding Goal LU-6b, Goal LU-6c, and Goal LU 7, the project was reviewed for consistency with the Santa Maria General Plan and no conflicts were identified. The project does not involve a change to the General Plan land use designation, nor does it require an amendment to the West Stowell Specific Plan. As discussed, the project site is Heavy Commercial/Manufacturing (HCM) and zoned PD/CM-AG, where industrial and manufacturing uses are anticipated. As discussed in the IS/EIR, (Appendix A), the project would not convert additional farmland beyond what was previously contemplated under the West Stowell Specific Plan and would not interfere with existing agricultural activity on surrounding lands.

Regarding claims the proposed project conflicts with the West Stowell Specific Plan, the project would not introduce residential or other sensitive receptors that would constrain agricultural activities. The project was specifically reviewed under zoning and West Stowell Specific Plan provisions. As discussed in the Draft EIR and responses to prior comments, roadway safety, access, and operational characteristics were evaluated and found not to create hazardous conditions or operational conflicts.

Refer to Response to comment O3.7 and O7.5.

Response O7.7

The commenter concludes that the Draft EIR must be revised to address all topics addressed in the comment letter as well as potentially recirculate the NOP or Draft EIR. The commenter requests future notification of all future project actions, disclosure of any AI-assistance in drafting the Draft EIR and continued engagement with the City regarding traffic and agricultural impacts

The City, after review of comments received on the Draft EIR has concluded that recirculation of the Draft EIR per Section 15088.5 is not warranted. As described in Section 1.2, *Purpose and Legal Authority* of the Draft EIR, recirculation is only required where significant new information is added that shows a new or substantially increased environmental impact or a new feasible mitigation or alternative. None of the comments received provided significant new information requiring recirculation. Further, Rincon Consultants did not use AI-assistance in the drafting of this Draft EIR. The City has included the commentor on its list for notification on the project.

January 16, 2026

Advocates for the Environment

A non-profit public-interest law firm
and environmental advocacy organization



Cody Graybehl
Senior Planner
City of Santa Maria
110 South Pine St, Suite 101
Santa Maria, CA 93454

Via U.S. Mail and email to cgraybehl@cityofsantamaria.org

Re: Comments on the Draft Environmental Impact Report for the Stowell Road Package Delivery Warehouse Project, SCH No. 2025080640

Dear Mr. Graybehl:

Advocates for the Environment submits the comments in this letter regarding the Draft Environmental Impact Report (**DEIR**) for the Stowell Road Package Delivery Warehouse Project (**Project**). The Project Site is located at 1680 West Stowell Road in the City of Santa Maria (**City**) in Santa Barbara County. The Project proposes to develop the 32-acre Project Site by constructing a 169,104 square-foot distribution warehouse. We have reviewed the DEIR prepared in November 2025 and submit comments regarding the sufficiency of the DEIR's Greenhouse-Gas (**GHG**) analysis under the California Environmental Quality Act (**CEQA**). O8.1

The City should require the Project to be net-zero

Given the current regulatory context and technological advancements, a net-zero significance threshold is feasible and extensively supportable. GHG emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a considerable portion of global GHG emissions. It is much more affordable to construct new building projects to be net-zero than to obtain the same level of GHG reductions by expensively retrofitting older buildings to comply with climate change regulations. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore is economically unsound to construct new buildings that are not net-zero. O8.2

Environmental groups have achieved incredible outcomes by litigation under CEQA. Two of the largest mixed-use development projects in the history of California, Newhall Ranch (now FivePoint Valencia), and Centennial (part of Tejon Ranch) decided to move forward as

net-zero communities after losing CEQA lawsuits to environmental groups. The ability for these large projects to become net-zero indicates that it is achievable, even for large-scale developments. The Applicant for this Project should do the same.

We urge the City to adopt net-zero as the GHG significance threshold for this project. This threshold is well-supported by plans for the reduction of GHG emissions in California, and particularly the CARB Climate Change Scoping Plans. The CARB 2017 Scoping Plan states that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development." (CARB 2017 Scoping Plan, p. 101.) Additionally, the CARB 2022 Scoping Plan reaffirms the necessity of a net zero target by expressing: "it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed … in order to meet our GHG and air quality targets." (CARB 2022 Scoping Plan, p. 184.) CARB further encourages a net-zero threshold in its strategies for local actions in Appendix D to the 2022 Scoping Plan. (CARB 2022 Scoping Plan, Appendix D p. 24-26.) **O8.2**

Moving this Project forward as a net-zero project would not only be the right thing for the City to do, but also would help protect the City and the Applicant from CEQA GHG litigation.

CEQA GHG Significance Analysis

The DEIR derived its GHG significance thresholds from the CEQA Appendix G Guidelines and concluded that the Project's GHG emissions would be less than significant, claiming that the Project would not generate GHG emissions that may have a significant effect on the environment and that the Project would be consistent with plans, policies, and regulations for the reduction of GHG emissions. (DEIR Appendix A, p. 31.) The DEIR used CalEEMod to quantify the Project's annual emissions at 10,038 metric tons carbon dioxide equivalent (**MTCO2e**) per year. (DEIR Appendix A, p. 41.) The DEIR concluded that the Project's GHG emissions would be less than cumulatively considerable after mitigation. (DEIR Appendix A, p. 42.) However, this significance conclusion is not supported by substantial evidence. **O8.3**

As the basis for its significance determination under the first significance threshold, the City chose regulatory compliance to show a less-than-significant GHG impact. (DEIR Appendix A, p. 31.) The Project stated the "most applicable and adopted… plans are the 2022 Scoping plan and SBCAG 2050 RTP/SCS." (DEIR Appendix A, p. 42.)

Chosen threshold is not supported by substantial evidence

The City did not provide substantial evidence that complying with the 2022 Scoping plan and SBCAG 2050 RTP/SCS is a valid significance threshold to demonstrate a less-than-significant impact. Moreover, the Project is not consistent with the 2022 Scoping Plan or the SBCAG Connect 2050 RTP/SCS, as well as other applicable plans for the reduction of GHG emissions.

The Project Would be Inconsistent with the 2022 Scoping Plan

The DEIR asserted that the Project would not conflict with the 2022 Scoping Plan. Yet, there are some policies in the 2022 Scoping Plan that the Project would not adhere to. For example, the 2022 Scoping Plan sets a goal for 50% of all industrial energy demand to be electrified by 2045 (2022 CARB Scoping Plan, p. 77).[1] The DEIR makes no showing that the Project is consistent with this goal. The DEIR mentions that the Clean Electricity Grid section aims to transition to 100% renewable and zero-carbon electricity. (DEIR Appendix A, p. 43.) However, the Project does not commit to using 100% renewable and zero-carbon electricity; it instead commits to having a solar-ready roof, which would allow for future installation of a solar photovoltaic (**PV**) system to generate electricity. (DEIR Appendix A, p. 43.) This is an aspirational measure that does not require the displacement of fossil fuel use or result in enforceable, quantified reductions in greenhouse gas emissions. The 2022 CARB Scoping Plan also places particular emphasis on decarbonizing industrial facilities by "displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions" (2022 CARB Scoping Plan, p. 208). Again, the Project does not appear to be consistent with this goal, based on the analysis provided in the DEIR. The Project creates a conflict with the 2022 Scoping Plan by its reliance on diesel fuel in its operations. (See DEIR Appendix A, p 22) [noting 34 daily line haul roundtrips and diesel gas-powered fire pumps.]) **O8.3**

The Project Would be Inconsistent with the SBCAG 2050 RTP/SCS

The Project asserts it would be consistent with the SBCAG Connect 2050 RTP/SCS because the Project would be consistent with policy 1.2.1, 1.3.1, 1.3.2, and 2.3.1. (DEIR Appendix A, p. 45.) Yet, these statements are conclusory and insufficiently supported.

Policy 1.2.1 requires projects to lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with regional air quality goals and SB 375 targets for passenger vehicles in 2020 and 2035. (DEIR Appendix A, p. 45.) The DEIR asserts that the Project is consistent with this policy because it would include a solar-ready roof and install Level 2 and Level 3 EV charging stations. (DEIR Appendix A, p. 45.) This finding relies on a mistaken

[1] 2022 Scoping Plan located at: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf

assumption that these optional features will result in GHG reductions. Neither feature guarantees renewable energy generation or ensures reductions in passenger-vehicle emissions, and the DEIR provides no evidence regarding how much of the roof will be solar-ready. The DEIR's conclusion of consistency with Policy 1.2.1 is unsupported.

Likewise, Policy 1.3.2 requires projects to promote renewable energy and energy conservation, consistent with applicable federal, State, and local energy programs, goals, and objectives. (DEIR Appendix A, p. 45.) The DEIR asserts that the Project is consistent with this policy because it would include a solar-ready roof, allowing for future installation of PV systems. (DEIR Appendix A, p. 45.) This finding is unsupported. The DEIR does not identify which federal, State, or local programs or objectives the Project is meeting by including a solar-ready roof. While the DEIR references Title 24, it does not tie this code or its minimum 15 percent solar-ready requirement to the Project. (DEIR Appendix A, p. 38.)

The DEIR Should Have Analyzed All Applicable Plans

The DEIR chose, as its second GHG threshold, whether the Project would "conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases." (DEIR Appendix A, p. 43.) This language requires that the DEIR analyze the Project's consistency with all other applicable plans, not just the plans that the Project prefers to analyze. O8.3

An agency must consider a project's GHG impact over time to reasonably evaluate the full extent of environmental impact as CEQA requires. The City did not estimate or account for the GHG impact across the Project's lifespan. However, the reasonable lifespan of a commercial building averages 50 to 60 years.[2] Accordingly, the Project must show consistency with long-term State GHG goals to comply with CEQA. In particular, the DEIR must also demonstrate consistency with Executive Order B-55-18 (**EO B-55-18**).

EO B-55-18 requires the State of California to achieve carbon neutrality, net zero GHG emissions, by 2045. The Project is inconsistent with EO B-55-18 because it does not prohibit the use of gasoline and diesel in its operations. In fact, the Project would use diesel-powered equipment during construction, diesel fire pumps, and emit diesel exhaust from the heavy-duty truck traffic that the Project would create. (DEIR, Appendix A, p. 22.) Burning non-renewable fuels, such as diesel, results in substantial GHG emissions, preventing the Project from ever achieving carbon neutrality, unless it enters into agreements with the applicant and/or future tenant to ensure that fossil fuel use is on track to be eliminated by 2045. Thus, the Project

[2] https://bciconstruction.us/which-factors-determine-the-lifespan-of-a-building/#:~:text=Use%20of%20the%20Building,-Finally%2C%20the%20use&text=A%20warehouse%20used%20to%20produce,for%20major%20repairs%20or%20renovations.

would conflict with EO B-55-18. As stated by the City's chosen threshold, conflict with *any* applicable policy would be a significant GHG impact.

The 2017 Scoping Plan was developed to help California comply with SB 32, which mandates a 40% reduction in GHG emissions below 1990 levels by 2030 (Health & Safety Code § 38566). The DEIR does not explain how the Project aligns with these objectives or the 2050 goal of reducing emissions by 80% below 1990 levels. Moreover, the 2017 Scoping Plan sets statewide per capita GHG emissions targets of 6 MTCO2e by 2030 and 2 MTCO2e by 2050 (CARB Scoping Plan, p. 99). The Project proposes to create 588 new jobs, resulting in per-service population GHG emissions of at least 17 MTCO2e/capita. This exceeds the 2050 target.[3] Given that this reduction must be achieved within the Project's operational lifespan, it is evident that the Project will remain inconsistent with the 2017 Scoping Plan's long-term goals. **O8.3**

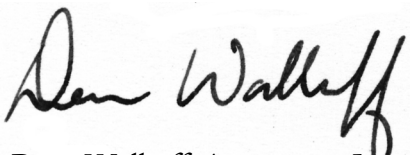
Consequently, because the Project is inconsistent with applicable plans for the reduction of GHGs, it is significant under the second threshold.

Conclusion

In conclusion, the Project would have a significant GHG impact under the chosen threshold of consistency with applicable plans because the Project is not consistent with the chosen threshold or the applicable plans, policies, and regulations for the reduction of GHGs. The Project's impacts are therefore significant, under the threshold adopted by the City. The City did not support, with substantial evidence, that the mitigation measures would demonstrate a less-than-significant impact. **O8.4**

Please put Advocates for the Environment on the list of interested parties to receive updates about the progress of this potential project approval. We make this request under Public Resources Code, section 21092.2.

Sincerely,



Dean Wallraff, Attorney at Law
Executive Director, Advocates for the Environment

[3] $10{,}028\ MTCO2e \div 588\ employees = 17.05\ MTCO2e/service\ population$. (DEIR Appendix A, p. 75; 42.)

Letter O8

COMMENTER: Dean Wallraff, Attorney at Law, Executive Director, Advocates for the Environment

DATE: January 16, 2026

Response O8.1

The commenter restated the project.

This comment is acknowledged.

Response O8.2

The commenter states that the City should require the project to be net-zero in GHG, arguing that this would be feasible, cost-effective, and consistent with California's mandate to achieve statewide carbon neutrality by 2045. The commenter notes that major California developments have adopted net-zero designs following CEQA litigation, demonstrating that it is achievable even for large-scale projects.

This comment does not address the CEQA analysis of the project. CEQA does not require individual projects to achieve net-zero GHG emissions. CEQA requires the disclosure and evaluation of a project's environmental impacts and the identification of feasible mitigation measures to reduce potential significant impacts. As discussed in the IS/EIR, (Appendix A), the project's GHG emissions were estimated and evaluated using appropriate CEQA methodologies. The IS Air Quality analysis concludes that with implementation of Mitigation Measure AQ-1, operational emissions would be reduced to less than significant levels; therefore, additional mitigation is not required. Because there is no significant GHG impact, CEQA does not require additional mitigation, including a net-zero design requirement. Additionally, while the State of California has adopted a long-term statewide climate goal to achieve carbon neutrality by 2045, that goal is programmatic and not enforceable. Accordingly, net zero is a goal, not a regulatory requirement, and failure to achieve net zero does not constitute a CEQA impact or policy inconsistency. The recommended Operational Diesel Particulate and NO_X Emission Reduction Measures are requirements already established under state law; therefore, they would be implemented as part of normal project operations. To ensure that these measures are adequately implemented, the requirement to follow the SBCAPCD's Operational Diesel Particulate and NO_X Emission Reduction Measures shall be incorporated as a condition of approval. Under CEQA, lead agencies are encouraged to use thresholds of significance that are adopted by a regulatory agency through a public process and supported by substantial evidence, which SBCAPCD has done for its air quality and greenhouse gas thresholds. As the SBCAPCD is the recognized regional air quality authority responsible for evaluating and regulating air emissions within Santa Barbara County, including Santa Maria, the project relies on SBCAPCD thresholds and guidance for review of air quality and greenhouse gas emissions. Using SBCAPCD thresholds ensures that air quality impacts are evaluated according to regionally appropriate conditions, standards, and attainment status, aligning the City's environmental documents with countywide methods and regulatory expectations. Since net-zero emissions are not required under CEQA or state law, the project's GHG impacts are less than significant with mitigation, and no regulatory inconsistency or unmitigated significant impact has been demonstrated, there is no CEQA impact or policy inconsistency. No further response is required.

Response O8.3

The commenter states that the Draft EIR's conclusion of a less-than-significant GHG impact is not supported by substantial evidence. They state the analysis improperly relies on Appendix G and regulatory compliance to demonstrate significance and incorrectly assumes that consistency with certain plans automatically results in less-than-significant impacts. The commenter concludes that the project is significant under threshold 2 because it is not consistent with all applicable climate-related plans.

Refer to Response to comment A2.1 and O3.5 for a discussion of how greenhouse gas emissions were analyzed.

Response O8.4

The commenter requests to be added to the list of interested parties to receive updates regarding project approvals.

The City has added the commenter's contact information to the project notification list and shall provide future notices via email in accordance with CEQA and City procedures. No further response is required.

From: Mike Diani <miked@diani.com>
Sent: Wednesday, December 17, 2025 11:12 AM
To: Cody Graybehl <cgraybehl@cityofsantamaria.org>
Subject: Package Delivery Warehouse Planned Development Permit, 1680 West Stowell Road

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Cody,

My name is Mike Diani, and I live at 1689 West Stowell Road on a little more than 10 acres. We did annex into the City Limit around 2006, and my driveway is just East of the Humane Society.

I1.1

My concern over this development and/or any additional developments in the area, is how storm water run-off is to be handled. Currently run-off is controlled by the open ditch on the north side of Stowell Road. The ditch goes in and out between the City and County along Stowell which complicates things, but the ditch currently does not handle the water accumulated during heavy down pours now. At times our driveway culverts back-up and water will overflow onto Stowell.

Just to the west of my driveway, a storm drain manhole was put in that connects the culvert under my driveway and the stormwater coming from DI's on S E Street on the South side of Stowell. This manhole redirects the water to flow back into the ditch along the Humane Society, and quite often debris flowing west through the open ditch gets trapped and clogs at this manhole backing up water on the Esat side of my Driveway and then overflowing onto Stowell and causing erosion at my entance. It is a constant maintenance issue for myself, and has the potential that at some point my driveway will get taken out. I1.1

So, my concern is how the new facility is planning to get rid of their excess storm water. Adding more water to this ditch will impact not only the ditch along Stowell Road which is not well maintained as it is, but also my driveway and the Humane Society Driveway.

I did look at the plans on your web site, but no off-site storm drainage is identified.

I know this is a little convoluted, but I would be more than willing to meet with you to explain this better if you need any clarifications. I1.2

Thank you.

Mike Diani
Cell: (805) 621-2800
miked@diani.com

Letter I1

COMMENTER: Michael J. Diani, President, Diani Building Corp.

DATE: December 17, 2025

Response I1.1

The commenter identifies themselves as a resident on West Stowell Road with property adjacent to the Humane Society and explains their concern about stormwater management for the proposed development. The commenter expresses concern that adding stormwater from the new facility will worsen existing excess runoff problems, impacting their driveway, the Humane Society driveway, and the poorly maintained ditch along Stowell Road. The commenter states that they reviewed the project plans online but found no indication of off-site storm drainage solutions.

Stormwater is discussed in the Initial Study Section 10, *Hydrology and Water Quality*. The Draft EIR project description states the proposed project is designed to manage stormwater onsite through required LID features, ensuring that post-development runoff does not exceed pre-development conditions. The project's stormwater plans will be reviewed and need City approval that they meet all City standards. No off-site drainage facilities are proposed or required, as the onsite LID system fully complies with City and Regional Water Board standards. No further response is required.

Response I1.2

The commenter offers to meet with city staff to clarify their concerns and provide additional details if needed.

The City Engineer (Mark Mueller) met with the commentor. No further response is required.

Outlook

Fwd: West Stowell Road Package Delivery Warehouse

From John Hollinshead <kohola.john@gmail.com>
Date Thu 12/18/2025 1:22 PM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

This email is from Dr. Carol Karamitsos
Sent from my iPhone

Begin forwarded message:

From: Carol Karamitsos CA-Santa Maria <carol.karamitsos@commonspirit.org>
Date: December 18, 2025 at 10:57:30 AM PST
To: kohola.john@gmail.com
Subject: West Stowell Road Package Delivery Warehouse

I would like to state my opposition to the proposed West Stowell Road Package Delivery Warehouse. I learned of this proposed project in the local news. The article details a 24/7 operation with an estimated 34 tractor-trailer rigs every day crowding already congested city streets due to the local agriculture industry with trucks coming from the fields to the coolers and larger trucks accessing the coolers. In addition, 345 vans or 72 vans per 20 minutes will be an additional burden and risk to our congested streets. **I2.1**

This project will lie west of the 101 freeway necessitating the use of our city streets. The city of Santa Maria is largely residential in its composition. My family has lived on Palm Court Drive for over 30 years now, and we have personally witnessed the increased noise and pollution from the proliferation of vehicles. The vehicular traffic interferes with the hallmark needs of planning for a "liveable city". Vehicular traffic suppresses pedestrian and non-motorized transportation, stifling the human connection with each other and with our natural environment. Studies show that mental health improves when humans consistently have access to nature. Dynamic urban planning insists on sustainability in transportation and access to green spaces and to vibrant cultural activities. **I2.2**

Santa Maria has been gradually losing its capacity to create spaces for individuals and families to comfortably congregate outdoors in quiet, tidy, accessible places for dining and for entertainment. The Santa Maria Town Center offers a strictly indoor experience. The local parks are not close to dining. We have large parking lots with rows of retail and fast food restaurants. Instead of outdoor multi-use spaces, we have enormous acreage devoted to lots for automobile sales. In addition, the City Council wants to encourage new industry for job growth, but the infrastructure for housing and schools is insufficient. The **I2.3**

local school districts struggle to find sites that will support new schools despite the population growth. Families live in crowded conditions in single-family homes, one directly across the street from our home with about 20-25 people living in the one home. I2.3

If you were to survey young professionals who actually live in Santa Maria Valley, they would tell you that their options for casual leisure largely lie either in the Town of Old Orcutt or outside of our Valley. We have a large population of residents that have low financial resources. They do not have the option to drive out of the Valley but nonetheless also desire the beauty of a liveable city. I2.4

I urge you to reject this West Stowell Road Package Delivery Warehouse proposal for the residents of today and for our posterity.

Sincerely,
Dr. Carol Karamitsos
Caution: This email is both proprietary and confidential, and not intended for transmission to (or receipt by) any unauthorized person(s). If you believe that you have received this email in error, do not read any attachments. Instead, kindly reply to the sender stating that you have received the message in error. Then destroy it and any attachments. Thank you.

Letter I2

COMMENTER: Dr. Carol Karamitsos

DATE: December 18, 2025

Response I2.1

The commenter states that the project will operate 24/7 and involve approximately 34 tractor-trailer rigs daily, adding to already congested city streets impacted by agricultural truck traffic. The commenter states that 345 delivery vans (or 72 vans every 20 minutes) will further burden and risk congested streets. The commenter states that the site's location west of Highway 101 will necessitate heavy use of city streets.

The City acknowledges the commenter's concerns regarding existing traffic congestion. Under CEQA, traffic congestion is not considered an environmental impact; CEQA now evaluates transportation impacts based on VMT rather than LOS. As discussed in Response to comment A3.2, project related traffic would occur intermittently throughout the day outside school-related traffic periods. The project would not change roadway conditions in a way that would make travel more dangerous, and it does not add traffic at the times when students are typically on the road. Under CEQA, transportation safety is evaluated based on whether a project creates new or substantially increased hazards, not whether it increases congestion. The Draft EIR shows the project would not create hazardous conditions due to congestion, interfere with emergency response, nor impact multimodal safety; therefore, no safety impact would occur. Safety is addressed in Draft EIR Section 4.1, *Transportation* and Table ES-2, (Summary of Impacts). The Draft EIR concludes under Impact TRA-3 (Geometric Design Hazards) that the project would not substantially increase hazards due to roadway design features or incompatible land uses, and that impacts would be less than significant without mitigation. Similarly, Impact TRA-4 (Emergency Access) finds that the project would not result in inadequate emergency access, resulting in a less-than-significant impact. These findings demonstrate that the project would not create unsafe roadway conditions and that safety for all roadway users including pedestrians, bicyclists, and school-age children along the Stowell Road. No further response is required.

Response I2.2

The commenter states that Santa Maria is largely residential and increased traffic interferes with planning for a "liveable city." The commenter states that vehicular traffic suppresses pedestrian and non-motorized transportation, reducing human connection and access to nature, which benefits mental health. The commenter states that Santa Maria lacks outdoor multi-use spaces and has instead large parking lots and automobile sales areas, limiting opportunities for vibrant cultural activities and outdoor leisure.

This comment is acknowledged. This comment does not pertain to the proposed project or the environmental analysis presented in the Draft EIR, and no further response to this comment is required. As discussed in Response to comment A3.2, project related traffic would not occur during peak school traffic periods. Additionally, no evidence has been provided indicating that the proposed project would suppress pedestrian activity or other forms of non-motorized transportation. As discussed on pages 4.1-8 through 4.1-9 in the Draft EIR, the project would include internal striped walkways, ADA-compliant pedestrian routes, safety barriers, and frontage improvements on Stowell Road such as new sidewalk connections and the requirement to complete or fund completion of the missing sidewalk segment to the east of the site. These improvements support safe pedestrian circulation and enhance connectivity to the surrounding public right-of-way. No further response is required.

Response I2.3

The commenter states that while the City Council seeks job growth, infrastructure for housing and schools is insufficient. The commenter states that local school districts struggle to find sites for new schools despite population growth. The commenter states that families live in crowded conditions, citing an example of 20–25 people living in a single-family home.

The City acknowledges the concerns regarding housing availability, school capacity, and overcrowding in the community. The proposed project is a non-residential industrial development on industrially zoned land so would not conflict with the construction of housing and not generate population growth as discussed on page 5-1 of the Draft EIR or impact school facilities as discussed on pages 75-76 of the IS/EIR Appendix A. As discussed in the IS on the pages just identified, the proposed project does not induce substantial population growth and would draw primarily from the existing local workforce; therefore, it would not contribute to overcrowded housing conditions or require new or expanded school facilities. No further response is required.

Response I2.4

The commenter states that many residents have low financial resources and cannot easily travel outside the Valley for leisure, yet they desire a “liveable city” environment. The commenter urges rejection of the project for the benefit of current residents and future generations.

This comment is acknowledged. This comment does not pertain to the proposed project or the environmental analysis presented in the Draft EIR, and no further response to this comment is required.

Outlook

Proposed "amazon" distribution concerns

From Carlos And Alicia Escobedo <escobedoca1025@yahoo.com>
Date Fri 12/19/2025 8:02 AM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Good morning I want to submit concerns regarding the proposed "un-named" amazon distribution center for stowell. First off traffic is already congested along this area and with the expansion of 1500 houses in the area plus a new jr high school this will make matters even worse. This brings up major safety concerns for drivers and more importantly school zones close to the area. On top of that amazon has no real training for the delivery drivers and anyone off the street can become a delivery driver which causes even more concerns when they are driving large delivery vehicles. Amazon drivers have 89% higher unsafe driving violation rates (speeding, phone use) than non-Amazon carriers. Adding to this is amazon workers are over worked and underpaid leading to more concerns. Low paying jobs is not what this area needs especially in exchange for more traffic and safety concerns in nearby school zones. Thank you for your time.

I3.1

I3.2

Yahoo Mail: Search, Organize, Conquer

Letter I3

COMMENTER: Carlos and Alicia Escobedo

DATE: December 19, 2025

Response I3.1

The commenter states that traffic is already congested in the area and that the addition of 1,500 new houses and a new junior high school will make congestion worse. The commenter states that these conditions raise major safety concerns for drivers and for school zones near the project site.

The City acknowledges the commenter's concerns regarding existing traffic congestion. Under CEQA, traffic congestion is not considered an environmental impact; CEQA now evaluates transportation impacts based on VMT rather than LOS that indicates the level of traffic congestion. As discussed in the TIS (IS/EIR Appendix C), project operations are not expected to coincide with peak school traffic periods so not contributing to peak school congestion and therefore not adding to safety concerns in school zones. The TIS provides further details regarding trip generation, distribution, and timing in section A-4 through A-7. The project would not change roadway conditions in a way that would make travel more dangerous, and it does not add traffic at the times when students are typically on the road. Under CEQA, transportation safety is evaluated based on whether a project creates new or substantially increased hazards, not whether it increases congestion. The Draft EIR shows the project would not create hazardous conditions, interfere with emergency response, nor enhance multimodal safety; therefore, no safety impact would occur. Safety is addressed in Draft EIR Section 4.1, *Transportation* and Table ES-2, (Summary of Impacts). The Draft EIR concludes under Impact TRA-3 (Geometric Design Hazards) that the project would not substantially increase hazards due to roadway design features or incompatible land uses, and that impacts would be less than significant without mitigation. Similarly, Impact TRA-4 (Emergency Access) finds that the project would not result in inadequate emergency access, also resulting in a less-than-significant impact. These findings demonstrate that the project would not create unsafe roadway conditions and that safety for all roadway users including pedestrians, bicyclists, and school-age children along the Stowell Road. Additionally, as discussed in Response to comment A3.2, project related traffic would not occur during the peak school traffic.

Additionally, the project evaluated potential cumulative traffic effects in combination with surrounding development. A full list of planned and pending projects considered in this analysis is provided in the Draft EIR on pages 3-3 through 3-6, and a corresponding discussion of cumulative transportation impacts is included on page 4.1-11 of the Draft EIR. These analyses confirm that while cumulative development contributes to regional VMT, the project would not exacerbate peak-hour school congestion or related pedestrian safety issues. No further response is required.

Response I3.2

The commenter states that the applicant does not provide adequate training for delivery drivers, allowing unqualified individuals to operate large delivery vehicles. The commenter states that delivery drivers have 89 percent higher unsafe driving violation rates (speeding, phone use) compared to other carriers. The commenter states that the applicant's workers are overworked and underpaid, which adds to safety concerns. The commenter states that low-paying jobs are not beneficial for the area, especially when combined with increased traffic and safety risks near schools.

This comment is acknowledged. This comment does not pertain to the environmental analysis presented in the Draft EIR, and no further response to this comment is required. Operation of the facility would be subject to all applicable licensing, permitting, and regulatory requirements, which the project applicant would be required to comply with. These requirements are not adopted or enforced by the City, however, the City has included a condition of approval requiring the applicant to comply with all federal, State, and County requirements.

Outlook

Amazon package delivery warehouse public comment

From Tino Sanchez <sancheztino488@gmail.com>
Date Fri 12/19/2025 8:05 PM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Victor Jesus resident of Santa Maria . I am in favor of this project I do believe this is a great opportunity to bring hundreds of jobs for local and surrounding areas. As well boosting local economy and tax revenue. And may even attract other businesses.There operating hours should have minimal conflict with agriculture's peak hour witch is early in the morning. Over all this is an amazing project.The City consistently advocates for growth and stability. Let this be an example on how we work together , and welcome anyone interested in bringing business to the region. **I4.1**

Letter I4

COMMENTER: Victor Jesus, Santa Maria Resident

DATE: December 19, 2025

Response I4.1

The commenter expresses strong support for the proposed project and states that the project represents a great opportunity to create hundreds of jobs for local and surrounding communities, boost the local economy, and increase tax revenue. The commenter suggests that the project may attract additional businesses to the area and contribute to overall economic growth. The commenter notes that the facility's operating hours should have minimal conflict with peak agricultural hours, which occur early in the morning. The commenter concludes that this is an excellent project and encourages the City to use it as an example of collaboration and welcoming new business to the region.

This comment is acknowledged. No further response is required.

I5 - Voicemail Audio Transcription

COMMENTER: Anonymous

DATE: December 19, 2025

Yes, I just want to say I firmly oppose approval of this Amazon center warehouse in Santa Maria. I find it really abhorrent that everybody is trying to do this in secret. I've known about this for quite a long time since I live in a neighborhood where a lot of city employees live but I find it really disgusting that everybody is trying to hide this and sneak it up on us. I think it's wrong. all the people who are approving this will also have to drive on these streets and they're already horrible with traffic thank you. **I5.1**

Letter I5

COMMENTER: Anonymous

DATE: December 19, 2025

Response I5.1

The commenter left a voice message and expressed opposition to the project and the applicant's involvement in the proposed development.

This comment is acknowledged. This comment does not pertain to the environmental analysis presented in the Draft EIR, and no further response to this comment is required. Identification of the project applicant is not required by CEQA regulations.

Outlook

Amazon package warehouse idea

From David Klein <kleinndavid9@gmail.com>
Date Sat 12/20/2025 6:13 AM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

My name is David Klein and a Orcutt Resident. I suggest putting the Amazon warehouse on east stowell adjacent to cool had Luke's and upgrading the frontage road two way stop sign to a light. Thank you for your time. David

I6.1

Letter I6

COMMENTER: David Klein, Orcutt Resident

DATE: December 20, 2025

Response I6.1

The commenter suggests putting the proposed fulfillment center on east Stowell adjacent to restaurant Cool Ha[n]d Luke's and upgrading the frontage road two way stop sign to a light.

This comment is acknowledged. This comment does not pertain to the proposed project or the environmental analysis presented in the Draft EIR, and no further response to this comment is required.

Site selection and land use designations for the project were established through the City's General Plan and the West Stowell Specific Plan, which designates the project site for industrial/commercial manufacturing uses. The proposed warehouse has been submitted for development at this specific location consistent with those adopted plans. No further response is required.

Outlook

PD2024-0003

From Jonathan S. Milder <jonathan@milderlawoffice.com>
Date Tue 12/23/2025 1:24 PM
To Cody Graybehl <cgraybehl@cityofsantamaria.org>

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

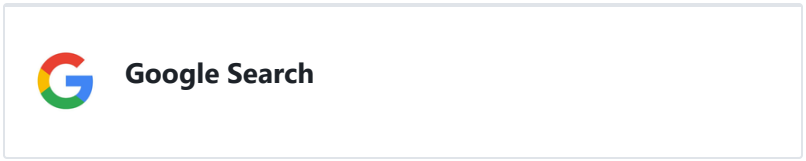
My comments on the above-referenced project located at 1680 West Stowell Road.

I live and work in the City of Santa Maria. I oppose this project for the following reasons:

While I understand City leaders feel they do the community a service by brining in jobs, job that pay less than needed to afford to live here, this project will affect quality of life, health and safety. **I7.1**

1. Addressing the applicant - if they promise certain conditions will be met, be sure they are met. Impose strict monitoring and penalties on violations. After all, if the operator agrees to abide by conditions what fear do they have of a penalty for violation? **I7.2**

2. Why is the applicant unwilling to acknowledge the operator will be Amazon? What is the applicant afraid of? Why is the applicant not transparent (it may not be required to be transparent, but it has the option). It is likely because a simple google search reveals universal regret and unhappiness with the facility in the community. See Google Search **I7.3**



3. This project will have significant and unacceptable impacts to traffic can pedestrian safely - Stowell is a feeder road to SM High School. **I7.4**

4. The TRAFFIC mitigation measures have no penalty. They are not feasible and there is no consequence should mitigation have no affect on the impact. For example, if no employee volunteers for the commute program, as will likely be the case; if vanpool does not mitigate the impacts, and there is no time frame to convert to zero-emission vehicles, nor any study to the effects on the electricity in the community. **I7.5**

5. This is a terrible project that will significantly impact traffic, air quality and the community's (already not high) quality of life. NO OTHER COMMUNITY THAT HAS SUCH A FACILITY WOULD GO BACK AND APPROVE IT AGAIN, IF THE COMMUNITY COULD GO BACK IT WOULD DENY THE PERMIT. I7.6

I URGE THE DECISION-MAKERS TO DECIDE THE BEST INTERESTS OF THE CITIZENS NOT A DOT-COM BUSINESS.

Sincerely,

Jonathan S. Milder
301 East Cook Street, Suite A
Santa Maria, California 93454
Tp: 805-928-6008
Fx: 805-739-8806

Letter I7

COMMENTER: Jonathan S. Milder

DATE: December 23, 2025

Response I7.1

The commenter states they have concerns about quality of life, health and safety from implication of the project.

This comment is further addressed in the following responses below. No further response is required.

Response I7.2

The commenter urges that if the applicant promises to meet certain conditions, strict monitoring and penalties should be imposed for violations to ensure compliance.

This comment is acknowledged. This comment does not pertain to the proposed project or the environmental analysis presented in the Draft EIR, and no further response to this comment is required. The Final MMRP would be adopted by the City if they choose to approve the project and enforced by the noted responsible agency in the MMRP to ensure compliance with all required mitigation measures. The City is also proposing "Conditions of Approval" that identifies items required by the City in order to approve the project. These are outside of the CEQA process therefore not discussed here. No further response is required.

Response I7.3

The commenter questions why the applicant refuses to acknowledge the applicant as the operator.

This comment does not pertain to the environmental analysis presented in the Draft EIR, and no further response to this comment is required. Identification of the project applicant is not required by CEQA regulations.

Response I7.4

The commenter states that the project will have significant and unacceptable impacts on traffic and pedestrian safety, noting that Stowell Road is a feeder route to Santa Maria High School.

The City acknowledges the commenter's concerns regarding traffic safety. As discussed in the project's TIS (IS/EIR Appendix C), TIS, project operations are not expected to coincide with peak school traffic periods and therefore are not anticipated to create additional safety concerns in school zones. The TIS provides further detail regarding trip generation, distribution, and timing in section A-4 through A-7. Additionally, refer to Response to comment A3.2 which describes how project related traffic would not occur during the peak school traffic.

Response I7.5

The commenter states the traffic mitigation measures are infeasible and lacking enforcement mechanisms or penalties.

Under CEQA, mitigation measures adopted for the project would be included in the Final MMRP, which is required by State law and enforced by the City as the responsible agency or as identified in the MMRP. The MMRP would specify monitoring procedures, responsible parties, and compliance verification to ensure that required measures are implemented. No further response is required.

Response I7.6

The commenter states that the project will harm traffic, air quality, and community quality of life.

We acknowledge the author's opinion. However, because no supporting arguments, data, or analysis were provided to substantiate these assertions, we are unable to prepare a substantive response. We continue to stand by the analyses presented in the IS/EIR. No further response is required.

Dear Cody Graybehl,

Thank you for the opportunity to comment on the planned packing delivery warehouse.

I tried to look at the links city provided and did not find what I wanted pertaining to this project. Might be there but didn't see. **I8.1**

- **All of Stowell Rd, East and West, needs studying.**

I don't believe the traffic study is complete/detailed enough to see exactly how this will be impacting Stowell Rd in its entirety. In fact the ripple effect of this development will be far beyond West Stowell. (and west side of town feeder streets)

East Stowell Rd and Bradley needs to be studied (and its feeder streets). **I8.2**
This intersection bottle necks at time now. To be expected with Hancock, shopping, freeway entrance North (Nicholson Ave.) and the hook on ramp south at Columbia Rd.
What does the latests traffic study in this area say? What is the rating? (Study may be somewhere in your documents)

My concern is adding 345 daily vans, (realizing not all will be using the freeway on and off ramps, the majority will, to Stowell Rd. on and off ramps, as well as intersections. **I8.3**
Adding 34 line-haul truck that will, along with existing big rig usage, will be gridlock that needs to be mitigated. The future expansion the City is leaning towards will further impact these intersection/ freeway exits and entrances.

- **Suggestions**

  - **Look at Battles Rd as another route** (if you haven't already).
  - **Build on and off ramps to 101 from Battles.**
  - **Make changes/additions with turn lanes as needed along Battles.**

  I8.4

  - **Consider adding a second lane to the North bound onramp at Nicholson and Stowell. Possible light in the future (as city developer).**

  - **Evaluate South bound offramp at Columbia. Add a lane ?**
  - **Continue to look for alternative routes.**

Regards,
Peggy Brierton
Santa Maria Resident

Letter I8

COMMENTER: Peggy Brierton, Santa Maria Resident

DATE: December 29, 2025

Response I8.1

The commenter stated that they attempted to review the City's provided links for the project but could not find the information and were unsure whether it was included.

The City added all documents to their website for downloading on or near 12/30/2025. The requested information on the project can be accessed at https://www.cityofsantamaria.org/services/departments/community-development/planning-division/planning-policies-and-regulations/environmental-impact-reports. No further response is required.

Response I8.2

The commenter states that the traffic study does not adequately analyze the full impact on Stowell Road, including both East and West sections and their feeder streets. The commenter also states that the ripple effect of the proposed development will extend beyond West Stowell to major intersections such as East Stowell and Bradley, which already experience bottlenecks due to nearby schools, shopping areas, and freeway access points.

The City acknowledges the commenter's concerns regarding existing traffic congestion. Under CEQA, traffic congestion is not considered an environmental impact; CEQA now evaluates transportation impacts based on VMT rather than LOS. As discussed on pages 7-15, of the TIS (IS/EIR Appendix C), the project evaluated a worst-case scenario by assigning all project traffic to Stowell Road and analyzing the intersections most likely to experience impacts. If traffic had been dispersed more broadly, the resulting volumes at other locations would have been too low to produce meaningful findings. The study followed City guidelines for impact time periods, study locations, and traffic distribution to ensure a conservative assessment. In addition, project van delivery drivers would use a trip route application based on real-time traffic data to avoid congested routes and identify the most efficient route for delivery of packages. Van delivery drivers would use residential streets only when delivering to a residence. No further response is required.

Response I8.3

The commenter states adding 345 daily delivery vans and 34 line-haul trucks to Stowell Road and surrounding intersections will lead to gridlock and worsen existing congestion.

The City acknowledges the commenter's concerns regarding existing traffic congestion. Under CEQA, traffic congestion is not considered an environmental impact; CEQA now evaluates transportation impacts based on VMT rather than LOS. Please refer to Response to comment A3.2 which describes how project related traffic would not occur during the peak school traffic. Additionally, the project evaluated potential cumulative traffic effects in combination with surrounding development. A full list of planned and pending projects considered in this analysis is provided in the Draft EIR on pages 3-3 through 3-6, and a corresponding discussion of cumulative transportation impacts is included on page 4.1-11 of the Draft EIR. These analyses confirm that while cumulative development contributes to regional VMT, the project would not exacerbate peak-hour school congestion or related pedestrian safety issues. No further response is required.

Response I8.4

The commenter suggests several mitigation measures:

- Study Battles Road as an alternative route.
- Build new on/off ramps to Highway 101 from Battles Road.
- Add turn lanes along Battles Road as needed.
- Consider adding a second lane to the northbound on-ramp at Nicholson and Stowell, and possibly a traffic signal.
- Evaluate adding a lane to the southbound off-ramp at Columbia Road.
- Continue exploring alternative routes to reduce congestion.

This comment is acknowledged. The suggested measures, including congestion-focused improvements, may improve LOS but they would not reduce VMT and therefore do not affect the project's transportation impact under CEQA. Based on the TIS and VMT Analysis, the project does not create significant roadway or congestion impacts, and CEQA evaluates transportation impacts solely through VMT, not LOS or roadway capacity. To address VMT, the Draft EIR includes Transportation Demand Management (TDM) measures focused on reducing employee commute-related VMT and improving operational efficiency. These measures could include implementation of employer commute programs, incentives for carpooling/vanpooling, transit subsidies, bicycle and pedestrian support features, and fleet-level operational strategies. However, even with these measures, the VMT impact remains significant and unavoidable. Additionally, project van delivery drivers would use a trip route application based on real-time traffic data to avoid congested routes and identify the most efficient route for delivery of packages. Van delivery drivers would use residential streets only when delivering to a residence. No further response is required.

Outlook

From: Jose Alfredo Cardona Flores <cardonajose123@gmail.com>
Sent: Tuesday, January 20, 2026 8:23 AM
To: Web-Community Development <commdevweb@cityofsantamaria.org>
Subject: Stowell Warehouse

*** EXTERNAL EMAIL: Please use caution when opening links or attachments.***

Dear Planning Commission,

I am writing to submit a public comment regarding the proposed warehouse on Stowell Road. As a teacher at Santa Maria High School, I observe many students walking across this street daily.

The addition of a large warehouse would further degrade the safety and environment for these students. There is already a significant volume of large truck traffic on this street while children are commuting to school. I urge the Planning Commission to prioritize making our city more walkable and bike-friendly.

I9.1

Please consider the safety of the young students who rely on these streets every day when making your decision. **I9.1**

Best regards,

--
Jose Alfredo Cardona Flores

Letter I9

COMMENTER: Jose Alfredo Cardona Flores

DATE: January 20, 2026

Response I9.1

The commenter states they have observed local high school students walk West Stowell Road and encourages the Planning Commission to consider traffic safety regarding the project and prioritize making the City more walkable and bike friendly.

The City acknowledges the commenter's concerns regarding traffic safety. As discussed in the project's TIS (IS/EIR Appendix C), TIS project operations are not expected to coincide with peak school traffic periods and therefore are not anticipated to create additional safety concerns in school zones. The TIS provides further details regarding trip generation, distribution, and timing in section A-4 through A-7. Additionally, please refer to Response to comment A3.2 which describes how project related traffic would not occur during the peak school traffic. No further response is required.

To the attention of the City of Santa Maria Planning Commission and Cody Graybehl

Letter I10

(Senior Planner
Planning Division
Community Development Department
City of Santa Maria)

We the undersigned register our names as testament to our opposition to the proposed project: PD2024-0003 - Stowell Road Package Delivery Warehouse - 1680 W Stowell Rd.

Name - Signature - Address

1. Krista Kringel 219 Palm Court Dr. Santa Maria, CA 93454
2. Joel Kringel 219 Palm Court Dr. Santa Maria, CA 93454
3. Kimberly Velasquez 201 palm court Santa Maria Ca 93454
4. MATT RODENBERGER 120 PALM COURT DRIVE S.M. 93454
5. Andrew Brown 116 E. Camino Colegio, SM 93454
6. Josie Baldwin 923 E Camino Colegio, S.M. 93454
7. Cristina Gonzalez 912 S. McClelland, SM 93454
8. Gale McNeeley 224 Palm Ct. Dr., SM 93454
9. John PRZYWARA 224 Palm Court Dr SM 93454
10. Roger Hall 1107 speed st, SM 93454
11. Sasha Hall 1107 speed st. 93454
12. JoCelyn Cavaletto 1216 speed st, SM 93454
13.
14.
15.

I10.1

Letter I10

COMMENTER: Dr. Carol Karamitsos

DATE: January 29, 2026

Response I0.1

The commenter provided a list of names in opposition to the proposed project.

This comment is acknowledged.

Refer to Response to comments O3.12 through O3.17. As described in Section 1.2, *Purpose and Legal Authority* of the Draft EIR, recirculation is only required where significant new information is added that shows a new or substantially increased environmental impact or a new feasible mitigation or alternative. None of the comments received provided significant new information requiring recirculation. No further response is required.

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3 Minor Revisions to the Draft EIR

This chapter presents specific text changes made to the Draft EIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR and are identified by the Draft EIR page number. Text deletions are shown in ~~strikethrough~~, and text additions are shown in underline. The information contained within this chapter clarifies and expands on information in the Draft EIR and does not constitute "significant new information" requiring recirculation, as further described in Section 3.2, *Recirculation Not Warranted*.

3.1 Minor Revisions to the Draft EIR

Introduction

Mitigation Measure AQ-1 was updated in response to a comment received on the Draft EIR on page 1-9.

> AQ-1 Line-Haul Trucks Requirement. The proposed project owner or operators shall require the use of line-haul trucks that meet standards for ~~Tier 4 Standards for off-road diesel engines~~ on-road trucks with model year 2014 or newer engines.

No environmental impacts would change as a result of this revision.

Mitigation Measure BIO-7-1 was updated to clarify when take avoidance surveys for burrowing owl are required.

> BIO-7 Burrowing Owl Avoidance. The following measures shall be implemented in order to avoid and minimize impacts to burrowing owl.
>
> 1. Ground-disturbance activities associated with construction of the project shall begin outside of the burrowing owl nesting season (nesting season is typically February 1 through September 15) to the extent feasible. If construction is to occur during this time, take avoidance surveys shall occur as described under Section 2. below.
> 2. Not more than 30 days prior to initiation of ground-disturbing activities, and again within 24-hours of the initiation of ground-disturbing activities associated with construction during nesting season, a County-approved biologist shall conduct a take avoidance survey of the project site and surrounding areas to a distance of 150 meters, in accordance with the methods outlined in the Mitigation Methods –Pre-construction and Appendix D Surveys for Take Avoidance of the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012).

No environmental impacts would change as a result of this revision.

Regulatory Setting

Regulatory setting information was updated in response to a comment received on the Draft EIR on page 4.1-5.

> In December 2018, OPR issued a Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). The technical advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The technical advisory suggests a significance threshold for VMT that is based on state mandated GHG emission reduction targets. The technical advisory recommends a quantitative per capita or per employee VMT that is 15 percent below that of existing development as a possible threshold of significance that would comply with the state's long-term climate goals. In 2020, Caltrans updated its guidelines via the Transportation Impact Study Guide (2020) to use VMT as its primary metric for determining a project's transportation impacts.

No environmental impacts would change as a result of this revision.

3.2 Recirculation Not Warranted

As presented in Section 3.1, *Minor Revisions to the Draft EIR*, minor revisions to the Draft EIR would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts. These minor revisions identify textual modifications to the Final EIR. The revised text serves to amplify, correct, supplement or clarify, information in the public review Draft EIR. It does not substantively affect the level of impact nor the conclusions presented. Therefore, recirculation of the Draft EIR is not warranted.

CEQA requires recirculation of a Draft EIR only when "significant new information" is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred but before the EIR is certified (Public Resources Code Section 21092.1; *CEQA Guidelines* Section 15088.5). Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (*CEQA Guidelines* Section 15088.5(b)).

The relevant portions of *CEQA Guidelines* Section 15088.5 (items a, b and e) read as follows:

(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:

1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

(e) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

Both Mitigation Measure AQ-1 and the regulatory setting were updated to reflect current agency guidance and best practices.

The information added to this Final EIR noted in this section above supplements, clarifies, amplifies, and corrects information in the Draft EIR. The City has reviewed the information in this chapter and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute "significant new information" pursuant to *CEQA Guidelines* Section 15088.5, and does not require recirculation of the Draft EIR. This decision is supported by substantial evidence provided in this EIR.

4 Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Environmental Impact Report (Final EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

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Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Air Quality							
AQ-1 Line-Haul Trucks Requirement							
The proposed project owner or operators shall require the use of line-haul trucks that meet standards for on-road trucks with model year 2014 or newer engines.	**Requirements:** Line-haul trucks shall meet standards for on-road trucks with model year 2014 or newer engines. **Documentation**: Annual report documenting compliance shall be provided to the City.	Throughout construction and operation.	The Applicant will ensure all personnel understand the measures that shall be adhered to throughout construction and operation.	City of Santa Maria Community Development			
Biological Resources							
BIO-1 Initial Ground Disturbance Avoidance During Winter and Preconstruction Survey for Winter Months							
Initial site disturbance and grading for construction shall be planned to occur outside the winter rain season in which CRLF move through upland habitats. Initial site grading shall occur between May 1st and October 31st to avoid impacts to frogs using upland habitat during the rainy season. In addition, Mitigation Measures BIO-2 through BIO-4 shall be implemented to avoid or minimize project impacts on other wildlife species in addition to CRLF. If any CRLF are found in the work area, the animal shall be allowed to leave the work area under its own volition. If the frog does not leave the work area, work shall be delayed or halted in that location plus a 50-foot buffer until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to authorization required by the USFWS. A report describing the methods and results of the survey shall be prepared by the biologist and submitted to the City within two weeks of the start of ground disturbance.	**Requirements:** Initial site disturbance and grading shall be planned to occur between May 1st and October 31st to avoid impacts to frogs using upland habitat during the rainy season. In addition, Mitigation Measures BIO-2 through BIO-4 shall be implemented to avoid or minimize project impacts on other wildlife species in addition to CRLF. If construction must occur during winter months (from November 1 through April 30), a qualified biologist shall survey all areas proposed for temporary and permanent disturbance within 48 hours prior to initial ground disturbance to ensure no CRLF are present. If any CRLF are found in the work area, the animal shall be allowed to leave the work area under its own volition. If the frog does not leave the work area, work shall be delayed or halted in that location plus a 50-foot buffer until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to authorization required by the USFWS. A report describing the methods and results of the survey shall be prepared by the biologist and submitted to the City within two weeks of the start of ground disturbance. **Documentation:** A report describing the methods and results of the survey shall be prepared by the biologist and submitted to the City within two weeks of the start of ground disturbance.	Initial site grading shall occur between May 1st and October 31st. If construction must occur during winter months (from November 1 through April 30), a qualified biologist shall survey all areas proposed for temporary and permanent disturbance within 48 hours prior to initial ground disturbance. Within two weeks of the start of ground disturbance, a report describing the methods and results of the survey shall be prepared by the biologist and submitted to the City.	The biologist shall conduct a preconstruction survey prior to construction activities occurring during winter months and submit it to the City within two weeks of the start of ground disturbance.	City of Santa Maria Community Development			
BIO-2 Prepare and Present a Worker Environmental Awareness Program							
Prior to initiation of construction activities (including staging and mobilization), a qualified biologist shall conduct a Worker's Environmental Awareness Program (WEAP) training for all construction personnel. The training shall aid workers in recognizing special-status species, native birds, protected trees, ESHA, or other biological resources that may occur in the construction area. The specifics of this program shall include identification and habitats of special-status species with potential to occur in the project site, description of the regulatory status and general ecological characteristics of sensitive resources, review of the limits of construction, and an explanation of measures required to protect biological resources, with a special focus on CRLF. A fact sheet conveying this information shall be prepared for distribution to all contractors, their employers, and other personnel involved with construction. All employees shall sign a form provided by the trainer indicating they have attended the WEAP training and understand the information presented to them. The crew foreman shall be responsible for ensuring crew members adhere to the guidelines and restrictions designed to avoid impacts to biological resources. If new construction	**Requirements:** The Applicant shall coordinate a qualified biologist to conduct a WEAP training for all construction personnel prior to the initiation of construction activities. If new personnel are added to the Project, the crew foreman shall ensure the new personnel receive the training before starting work. In addition, the crew foreman shall ensure all receive the WEAP training before starting work. The training shall include the following components: • Identification and habitats of special-status species with potential to occur within the study area • Description of the regulatory status and general ecological characteristics of sensitive resources • Review of the limits of construction, and an explanation of measures required to protect biological resources, with a special focus on CRLF.	All construction personnel shall receive the WEAP training prior to the initiation of construction activities (including staging and mobilization).	The crew foreman shall ensure that all construction personnel and new personnel that may be added to the Project receive the WEAP training and understand the material presented in the training.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
personnel are added to the project, the crew foreman shall ensure the new personnel receive the WEAP training before starting work.	**Documentation:** A fact sheet conveying the information components from the training shall be prepared for distribution to all contractors, their employers, and other personnel involved with construction. All employees shall sign a form provided by the trainer indicating they have attended the WEAP training and understand the information presented to them.						
BIO-3 High Visibility Construction Fencing							
A high-visibility construction fence (i.e., orange protection fence) together with a silt fence, or an approved wildlife exclusion fence (i.e., ERTEC Triple-function E-fence), shall be erected along the southern, eastern, and western perimeter of the site. To prevent animals from getting under the fence, the bottom edge of the fence shall be trenched into the ground to a depth of at least six (6) inches, and the soil recompacted along either side. The fence shall remain in place throughout all construction and checked weekly by construction personnel for needed maintenance. The fence shall be inspected by construction personnel prior to the start of work each day in which at least one-quarter inch of precipitation has fallen within the prior 24 hours for CRLF that may have entered the work area or are disoriented on the outside of the fence. If any CRLF are found within the work area, the project biologist shall be contacted to inspect the site. If the animal(s) do not leave the site on their own volition, work shall be halted within 50 feet of the frog until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to any authorization required by USFWS.	**Requirements:** A high-visibility construction fence (i.e., orange protection fence) together with a silt fence, or an approved wildlife exclusion fence (i.e., ERTEC Triple-function E-fence), shall be erected prior to the start of construction and shall remain in place throughout all construction. The fence shall be inspected by construction personnel weekly and prior to the start of work each day in which at least one-quarter inch of precipitation has fallen within the prior 24 hours. If any CRLF are found within the work area, the project biologist shall be contacted to inspect the site. If any CRLF remain onsite, work shall be halted within 50 feet of the frog until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to any authorization required by USFWS. **Documentation:** Weekly report documenting compliance shall be provided to the City by construction personnel during construction.	A high-visibility construction fence (i.e., orange protection fence) together with a silt fence, or an approved wildlife exclusion fence (i.e., ERTEC Triple-function E-fence), shall be erected prior to the start of construction and shall remain in place throughout all construction.	The Applicant shall ensure all construction personnel understand the measures that shall be adhered to throughout construction.	City of Santa Maria Community Development			
BIO-4 Prevent Entrapment of CRLF in Open Excavations and Trenches							
During the period in which there are open trenches or excavations more than six (6) inches deep, such as during the excavation for building foundations or utility lines, escape ramps shall be installed so that CRLF and other wildlife that may have become entrapped have the ability to escape. Escape ramps shall consist of a 2:1 sloped soil area leading from the bottom to ground level. Alternatively, as a second option, a qualified biologist shall inspect open trenches each day prior to the start of work for entrapped animals. Alternatively, as a third option, all trenches/excavations can be completely covered with plywood, steel plates or similar material during overnight periods. If a CRLF individual is located in a trench by construction personnel, the qualified biologist shall be contacted immediately to assist with relocation upon authorization from USFWS. For common wildlife, the biologist shall capture and relocate the individual out of harm's way. Work shall be halted until the entrapped animal has been relocated.	**Requirements:** Escape ramps shall be installed during the period in which there are open trenches or excavations more than six (6) inches deep. Escape ramps shall consist of a 2:1 sloped soil area leading from the bottom to ground level. Alternatively, as a second option, a qualified biologist shall inspect open trenches each day prior to the start of work for entrapped animals. Alternatively, as a third option, all trenches/excavations can be completely covered with plywood, steel plates or similar material during overnight periods. If a CRLF individual is located in a trench by construction personnel, the qualified biologist shall be contacted immediately to assist with relocation upon authorization from USFWS. For common wildlife, the biologist shall capture and relocate the individual out of harm's way. Work shall be halted until the entrapped animal has been relocated. **Documentation:** Daily logs documenting the inspection or a report documenting the installation of ramps or covers used during overnight periods.	During the period in which there are open trenches or excavations more than six (6) inches deep, such as during the excavation for building foundations or utility lines, escape ramps shall be installed so that CRLF and other wildlife that may have become entrapped have the ability to escape.	The Applicant shall ensure all construction personnel understand the measures that shall be adhered to throughout construction.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
BIO-5 Vegetation Removal and Grading Avoidance During Nesting Season							
All initial site disturbance shall be limited to the time period between September 1 to October 31, if feasible, to avoid construction during the nesting season (February 1 to August 31) and to avoid the seasonal work restriction associated with the CRLF (November 1 to April 30, see Mitigation Measure BIO-1). Tree removal shall occur between September 1 and January 31 to avoid the nesting period. If vegetation removal and grading cannot feasibly be conducted during this time period, then Mitigation Measure BIO-6 shall be followed.	**Requirements:** All initial site disturbance shall be limited to the time period between September 1 to October 31, if feasible. Tree removal shall occur between September 1 and January 31 to avoid the nesting period. If vegetation removal and grading cannot feasibly be conducted during this time period, then Mitigation Measure BIO-6 shall be followed. **Documentation:** Report documenting compliance shall be provided to the City during construction.	All initial site disturbance shall be limited to the time period between September 1 to October 31, if feasible. Tree removal shall occur between September 1 and January 31 to avoid the nesting period.	The Applicant shall ensure all construction personnel understand the measures that shall be adhered to throughout construction.	City of Santa Maria Community Development			
BIO-6 Nesting Bird Preconstruction Survey							
For any initial construction (vegetation removal and grading) scheduled to start between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for nesting birds within a 250-foot buffer of project impact areas. The survey shall be conducted within seven days before the initiation of construction activities occurring during this time period. During this survey, the qualified biologist shall search for birds exhibiting nesting behavior and inspect all potential nest substrates in the impact and buffer areas. Any nests identified shall be monitored to determine if they are active. If no active nests are found, construction may proceed. If an active nest is found within 50 feet of the construction area, the biologist, in consultation with the City and CDFW as appropriate, shall determine the extent of a buffer to be established around the nest. The buffer shall be delineated with flagging, and no work shall take place within the buffer area until the young have left the nest, as determined by the qualified biologist. The applicant shall submit to the City a report from the qualified biologist documenting the methods and results of the survey.	**Requirements:** The nesting bird survey shall be conducted on foot within the Project boundary, including a 250-foot buffer of project impact areas. The survey shall be conducted within seven days before the initiation of construction activities occurring during this time period. During this survey, the qualified biologist shall search for birds exhibiting nesting behavior and inspect all potential nest substrates in the impact and buffer areas. Any nests identified shall be monitored to determine if they are active. If no active nests are found, construction may proceed. If an active nest is found within 50 feet of the construction area, the biologist, in consultation with the City and CDFW as appropriate, shall determine the extent of a buffer to be established around the nest. **Documentation:** The qualified biologist will document survey findings, as required above, documenting the methods and results of the survey.	If construction activities occur during the bird breeding season (February 1 to August 31), the Applicant shall retain a qualified biologist to conduct a preconstruction survey for nesting birds no more than 7 days prior to initiation of ground disturbance and/or vegetation removal activities.	The qualified biologist shall conduct nesting bird surveys prior to construction activities occurring during bird breeding season. In addition, any nets found during the survey shall be monitored to determine if they are active. In addition, the qualified biologist shall conduct applicable monitoring and reporting as required based on the results of the bird nesting surveys.	City of Santa Maria Community Development			
BIO-7 Burrowing Owl Avoidance							
The following measures shall be implemented in order to avoid and minimize impacts to burrowing owl. 1. Ground-disturbance activities associated with construction of the project shall begin outside of the burrowing owl nesting season (nesting season is typically February 1 through September 15) to the extent feasible. If construction is to occur during this time, take avoidance surveys shall occur as described under Section 2. below. 2. Not more than 30 days prior to initiation of ground-disturbing activities, and again within 24-hours of the initiation of ground-disturbing activities associated with construction during nesting season, a County-approved biologist shall conduct a take avoidance survey of the project site and surrounding areas to a distance of 150 meters, in accordance with the methods outlined in the Mitigation Methods –Pre-construction and Appendix D Surveys for Take Avoidance of the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012). The pre-construction survey will cover all areas within 150 meters of the portion of the site where construction is scheduled to start. Areas within 150 meters that are not accessible due to property access restrictions shall be surveyed using binoculars. Surveys will be phased, based on the grading and construction schedule, such that they are conducted not more than 30 days before the start of ground disturbing activities in new areas.	**Requirements:** Ground-disturbing activities shall occur outside of the burrowing owl nesting season (typically February 1 through September 15). If construction is to occur during this time, take avoidance surveys shall occur as described under Section 2. Not more than 30 days prior to the start of ground-disturbing activities, and again within 24 hours of the initiation of ground-disturbing activities, a County-approved biologist shall conduct a take avoidance survey of the project site and surrounding areas to a distance of 150 meters. Areas within 150 meters that are not accessible due to property access restrictions shall be surveyed using binoculars. If grading and/or construction activities in portions of the site cease for a period of 14 days, those portions of the site will be resurveyed for burrowing owls prior to the resumption of grading and/or construction activities. If occupied burrows are identified on the site or within 150 meters of the Project disturbance area, one of the following actions shall be taken: 1) permanent avoidance of the burrow or 2) establishment of a temporary avoidance buffer	30-days prior to the start of ground-disturbing activities and again within 24 hours of the initiation of ground-disturbing activities	The Applicant shall ensure all construction personnel understand the measures that shall be adhered to throughout construction.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
If grading and/or construction activities in portions of the site cease for a period of 14 days, those portions of the site will be resurveyed for burrowing owls prior to the resumption of grading and/or construction activities. If no occupied (breeding or wintering) burrowing owl burrows are identified, no further mitigation would be required. If occupied burrows are identified on the site or within 150 meters of the Project disturbance area, one of the following actions shall be taken: 1) permanent avoidance of the burrow or 2) establishment of a temporary avoidance buffer followed by passive relocation and compensatory mitigation for loss of habitat in conjunction with the measures below: 3. Site-specific, no-disturbance buffer zones shall be established and maintained between Project activities and occupied burrows, using the distances recommended in the CDFW guidelines (CDFG 2012) or as otherwise determined appropriate by the County-approved biologist in consultation with CDFW. 4. During the non-breeding season, if an occupied burrow cannot be avoided, and the burrow is not actively in use as a nest, the burrowing owls can be excluded from burrows in accordance with an approved Burrowing Owl Exclusion Plan, which shall be prepared and submitted for approval by CDFW prior to passive relocation of any burrowing owls. The Burrowing Owl Exclusion Plan shall be based on the recommendations made in the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012) and shall include the following information for each proposed passive relocation: 5. Confirmation by site surveillance that the burrow(s) is empty of burrowing owls and other species; 6. Identification of type of scope to be used and appropriate timing of scoping; 7. Occupancy factors to look for and what shall guide determination of vacancy and excavation timing; 8. Methods for burrow excavation; 9. Removal of other potential owl burrow surrogates or refugia on site; 10. Methods for photographic documentation of the excavation and closure of the burrow; 11. Monitoring of the site to evaluate success and, if needed, to implement remedial measures to prevent subsequent owl use to avoid take; 12. Methods for assuring the impacted site shall continually be made inhospitable to burrowing owls and fossorial mammals; and 13. Method(s) for compensatory mitigation for burrow loss.	followed by passive relocation and compensatory mitigation for loss of habitat, in conjunction with the following measures: • Establishing and maintaining site-specific, no-disturbance buffer zones • During the non-breeding season, if an occupied burrow cannot be avoided, and the burrow is not actively in use as a nest, the burrowing owls can be excluded from burrows in accordance with an Burrowing Owl Exclusion Plan, which shall be prepared and submitted for approval by CDFW prior to passive relocation of burrowing owls • Confirmation by site surveillance that the burrow(s) is empty of burrowing owls and other species; • Identification of type of scope to be used and appropriate timing of scoping; • Occupancy factors to look for and what shall guide determination of vacancy and excavation timing; • Methods for burrow excavation; • Removal of other potential owl burrow surrogates or refugia on site; • Methods for photographic documentation of the excavation and closure of the burrow; • Monitoring of the site to evaluate success and, if needed, to implement remedial measures to prevent subsequent owl use to avoid take; • Methods for assuring the impacted site shall continually be made inhospitable to burrowing owls and fossorial mammals; and • Method(s) for compensatory mitigation for burrow loss. **Documentation:** A County-approved biologist shall prepare an approved Burrowing Owl Exclusion Plan, if applicable.						
Cultural Resources							
CR-1 Extended Phase I Assessment							
Prior to issuance of a grading permit and/or excavation activities an Extended Phase I (XPI) archaeological testing program shall be performed to determine the presence or absence of archaeological deposits at the project site. The XPI may include mechanical backhoe trenching; use of a backhoe will allow for an efficient examination of the soil profile and an assessment of the potential for buried archaeological deposits to be present. This study shall be conducted under the direction of a qualified archaeologist. XPI testing shall be observed by a Native American monitor. An XPI conducted prior to project construction could reduce potential delays caused by unanticipated finds during construction by informing the applicant of the types of resources that may exist on the property. Should a subsurface archaeological resource be found during the XPI, impacts to the resource shall be avoided and	**Requirements:** An Extended Phase I (XPI) archaeological testing program shall be performed under the direction of a qualified archaeologist and observed by a Native American monitor. Should a subsurface archaeological resource be found during the XPI, impacts to the resource shall be avoided and preserved in place through project redesign. If project redesign is not feasible and impacts to the resource cannot be avoided, a Phase II significance evaluation shall be performed to determine if the resource is eligible for the CRHR and/or the NRHP. A qualified archaeologist shall prepare a Phase II work plan for review and approval.	Prior to issuance of a grading permit and/or excavation activities an Extended Phase I (XPI) archaeological testing program shall be performed to determine the presence or absence of archaeological deposits at the project site.	Completion of this mitigation measure shall be monitored and enforced by the City of Santa Maria in consultation with the Native American monitor.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
preserved in place through project redesign. Avoidance and preservation in place may include capping the resources with fill soil. If project redesign is not feasible and impacts to the resource cannot be avoided, a Phase II significance evaluation shall be performed to determine if the resource is eligible for the CRHR and/or the NRHP. A qualified archaeologist shall prepare a Phase II work plan for review and approval. The Phase II work plan shall address the archaeological excavation, analysis of recovered materials, and report preparation necessary to evaluate the significance of the resource. If the Phase II significance evaluation determines the resource is eligible for the CRHR and/or the NRHP and is considered a significant resource, and impacts to the resource cannot be avoided, then a Phase III data recovery excavation shall be conducted to mitigate impacts to the resource. A qualified archaeologist shall prepare a Phase III work plan/research design for review and approval. The Phase III work plan/research design shall address the archaeological excavation, analysis of recovered materials to answer specific research questions, and technical report preparation necessary to recover, analyze, and interpret the archaeological data associated with the portion(s) of the resources impacted by the project.	If the Phase II significance evaluation determines the resource is eligible for the CRHR and/or the NRHP and is considered a significant resource, and impacts to the resource cannot be avoided, then a Phase III data recovery excavation shall be conducted to mitigate impacts to the resource. A qualified archaeologist shall prepare a Phase III work plan/research design for review and approval. **Documentation:** An XPI testing program work plan that will be implemented by a qualified archaeologist. A Phase II or III work plan may be required.						
Geology and Soils							
GEO-1 Unanticipated Discovery of Paleontological Resources							
Paleontological Worker Environmental Awareness Program. Prior to the start of construction, a Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP; 2010), or their designee shall conduct a paleontological WEAP training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel. The WEAP shall discuss the potential to discover paleontological resources in the project site, legal obligations to protect paleontological resources, examples of paleontological resources that may be found in the project site, procedures in case a paleontological resource is discovered, and contact information for the Qualified Professional Paleontologist. **Unanticipated Discovery of Paleontological Resources.** If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards, which may include, but would not be limited to: paleontological monitoring; fossil salvage, preparation, and curation; and reporting to summarize the paleontological mitigation efforts.	**Requirements:** The Applicant shall coordinate a Qualified Professional Paleontologist to conduct a paleontological WEAP training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel. If new personnel are added to the Project, the crew foreman shall ensure the new personnel receive the training before starting work. In addition, the crew foreman shall ensure all receive the WEAP training before starting work If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards. **Documentation:** All employees shall sign a form provided by the trainer indicating they have attended the WEAP training and understand the information presented to them.	Prior to the start of construction, a Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP; 2010), or their designee shall conduct a paleontological WEAP training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel. If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist.	The crew foreman shall ensure that all construction personnel and new personnel that may be added to the Project receive the WEAP training and understand the material presented in the training.	City of Santa Maria Community Development			
Hazards and Hazardous Materials							
HAZ-1 Soil Management Plan							
Prior to commencement of construction and grading activities at the project site, the project applicant shall retain a qualified environmental consultant (Professional Geologist or Professional Engineer) to prepare a Soil Management Plan (SMP) for the project site. The SMP shall address: 1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil with solvent or chemical odors) if such soils or impacted wastes are encountered, and 2. Specific actions to reduce hazards to construction workers and off-site receptors during the construction	**Requirements:** The Applicant shall retain a qualified environmental consultant (i.e., Professional Geologist or Professional Engineer) to prepare a SMP for the project. The SMP shall address: 1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil with solvent or chemical odors) if such soils or impacted wastes are encountered, and 2. Specific actions to reduce hazards to construction workers and off-site receptors during the construction	Prior to the commencement of construction and grading activities at the project site, and prior to the issuance of grading permits, the Applicant shall obtain the SMP prepared by the qualified environmental consultant (i.e., Professional Geologist or Professional Engineer), and reviewed by the City.	The Applicant or their designee shall implement the SMP during demolition, grading, and construction at the Project.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
The plan must establish engineering controls and soil management practices to protect construction worker safety, protect the health of future workers and visitors, and prevent the off-site migration of contaminants from the project. These measures and practices shall include, but are not limited to: • Stockpile management, including stormwater pollution prevention and the installation of best management practices. • Proper disposal procedures of contaminated materials. • Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities. • Monitoring and reporting. • An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. • An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. The City shall review the SMP and have the authority to propose and include modifications prior to finalization of the SMP. The City shall review the final SMP prior to issuance of grading permits. The project applicant shall implement the SMP during demolition, grading, and construction at the project site.	The SMP must establish engineering controls and soil management practices to ensure construction worker safety, ensure the health of future workers and visitors, and prevent the off-site migration of contaminants from the project. These measures and practices shall include, but are not limited to: • Stockpile management, including stormwater pollution prevention and the installation of best management practices. • Proper disposal procedures of contaminated materials. • Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities. • Monitoring and reporting. • An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. • An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. **Documentation:** The qualified environmental consultant (i.e., Professional Geologist or Professional Engineer) will prepare a SMP for review by the City prior to commencement of construction and grading activities at the project site and prior to issuing grading permits. The project applicant shall implement the SMP during demolition, grading, and construction at the project site.						
Transportation							
TR-1 Travel Demand Management							
The project applicant shall implement at least one of the measures described below: • Voluntary Employer Commute Program: The project applicant shall encourage alternative modes of transportation through a program that may include elements such as: a carpool or vanpool program, subsidized or discounted transit passes, bike amenities, commute trip-reduction marketing, and preferential parking permit program. • Employer Carpool Program: The project applicant shall encourage carpooling by providing ride matching assistance to employees, providing priority parking for carshare vehicles, and providing incentives for carpooling. The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.	**Requirements:** The project applicant shall implement at least one of the following measures: • Voluntary Employer Commute Program • Employer Carpool Program **Documentation:** Annual report documenting compliance shall be provided to the City within 1 year of certificate of occupancy and shall be provided annually thereafter.	Within 1 year of certificate of occupancy and annually thereafter	Completion of this mitigation measure shall be monitored and enforced by the City of Santa Maria.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
TR-2 Project-Level Transportation Demand Management (TDM) Strategies							
• Carpool/Vanpool Incentives: Provide priority parking, subsidies, or guaranteed ride home programs. • Transit Subsidies: Offer free or discounted transit passes to employees. • Pedestrian Infrastructure: Complete sidewalk gap on Stowell Road to the east of the site or contribute to fair share cost for construction at appropriate time. • Bike Infrastructure: Install secure bike parking, showers, and lockers to encourage cycling. • Flexible Work Hours: Reduce peak-hour congestion and VMT by staggering shifts. • On-Site Amenities: Cafeterias, childcare, and banking reduce off-site trips. • Ride-Sharing Programs: Partner with services like Uber/Lyft for shared rides. • Telematics and Routing Optimization: Use software to reduce delivery trip lengths and improve efficiency. The applicant shall provide to the City documentation that at least four of the above measures are implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.	**Requirements:** The project applicant shall implement at least four of the following measures: • Carpool/Vanpool Incentives • Transit Subsidies • Pedestrian Infrastructure • Bike Infrastructure • Flexible Work Hours • On-Site Amenities • Ride-Sharing Programs • Telematics and Routing Optimization **Documentation:** Annual report documenting compliance shall be provided to the City within 1 year of certificate of occupancy and shall be provided annually thereafter.	Within 1 year of certificate of occupancy and annually thereafter	Completion of this mitigation measure shall be monitored and enforced by the City of Santa Maria.	City of Santa Maria Community Development			
TR-3 Fleet and Operational Measures							
• Zero-Emission Delivery Vehicles: Transition to electric or hydrogen-powered trucks. • Idle Reduction Policies: Enforce limits on truck idling. • Off-Peak Delivery Scheduling: Reduce congestion and trip times. • Local Sourcing and Distribution Hubs: Minimize long-haul trips by decentralizing distribution. The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.	**Requirements:** The project applicant shall implement at least four of the following measures: • Zero-Emission Delivery Vehicles • Idle Reduction Policies • Off-Peak Delivery Scheduling • Local Sourcing and Distribution Hubs **Documentation:** Annual report documenting compliance shall be provided to the City within 1 year of certificate of occupancy and shall be provided annually thereafter.	Within 1 year of certificate of occupancy and annually thereafter	Completion of this mitigation measure shall be monitored and enforced by the City of Santa Maria.	City of Santa Maria Community Development			

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ATTACHMENT D

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS
STOWELL ROAD PACKAGE WAREHOUSE PLANNED DEVELOPMENT PERMIT

A. Findings that with regard to certain project and cumulative effects, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

The following topics were discussed in detail within the focused 2026 Environmental Impact Report (EIR) for the Stowell Road Package Warehouse Planned Development Permit (SCH# 2025080640) and were determined to result in less than significant impacts after implementation of the mitigation measures identified in the EIR. A more detailed discussion of the topics occurred in the Initial Study that was circulated with the Notice of Preparation on August 14, 2025.

1. AIR QUALITY (AQ)

a. AQ Impact 2. The project could result in a cumulatively considerable net increase of criteria pollutants. The proposed project owner or operators shall require the use of line-haul trucks with model years 2014 or newer that meet Tier 4 Standards for diesel engines. By restricting line-haul vehicles to model year 2014 or newer, the project reduces a substantial portion of its potential emissions, particularly from haul and delivery trips that account for the bulk of mobile-source impacts. With implementation of Mitigation Measure AQ-1, the proposed project's construction and operations would not exceed the SBCAPCD's current significance thresholds for criteria pollutants. The mitigation measure will reduce impacts to less than significant. Therefore, this impact will be Class II, less than significant with incorporation of mitigation.

2. BIOLOGICAL RESOURCES (BIO)

a. **BIO Impact 1.** The project could directly or indirectly impact special-status wildlife species during project construction. Mitigation Measures BIO 1 through BIO 6 provide several measures to address construction-period impacts including the avoidance of initial ground disturbance and preconstruction survey for winter months, a worker environmental awareness program, high visibility construction fencing, CA Red Legged Frog (CRLF) open excavation and trenches entrapment prevention, vegetation removal and grading avoidance during nesting season and a nesting bird preconstruction survey. The measures identified will reduce construction-period impacts to less than significant for special status biological resources including CRLF and nesting birds. Therefore, this impact will be Class II, less than significant with incorporation of mitigation.

3. **Cultural (CR)**
    a. CR Impact 1. The project could cause a substantial adverse change in the significance of a historical resource. The records search identified no previously recorded cultural resources within the project site and no previously recorded resources within a 1/2-mile radius of the project site. Archival research and an aerial imagery review revealed no evidence of historic-era structures within the project site. The results of the NAHC Sacred Lands File were negative. The pedestrian survey did not identify any precolonial cultural resources within the project site. However, there is a moderate probability that construction could impact historic-era subsurface archaeological features therefore this impact would be potentially significant. Mitigation Measure CR-1 requires an extended phase I assessment which would verify the presence or absence of historic-era resources and develop a data recovery plan for any identified resources. Mitigation Measure CR-1 will reduce impacts to less than significant. Therefore, this impact will be Class II, less than significant with incorporation of mitigation.

    b. **CR Impact 2.** The project could cause a substantial adverse change in the significance of an archaeological resource. Mitigation Measure CR-1, described under CR Impact 1, will reduce impacts to less than significant. Therefore, this impact will be Class II, less than significant with incorporation of mitigation.

    c. **CR Impact 4.** The project is unlikely to find or disturb any human remains. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 will be applied. Mitigation Measure CR-1 will reduce impacts to less than significant. Therefore, this impact will be Class II, less than significant with incorporation of mitigation.

4. **GEOLOGY AND SOILS (GEO)**
    a. **GEO Impact 6.** Ground-disturbing activities could damage paleontological resources that may be present below the surface. This potential impact will be reduced to less than significant with the implementation of Mitigation Measure GEO-1, which provides for the implementation of a Worker's Environmental Awareness Program (WEAP) to train the grading personnel/crew and address potential paleontological resource discoveries. In addition, unanticipated discovery requirements are required to inform contractors of this requirement. Mitigation Measure GEO-1 will reduce potential paleontological impacts to less than significant. Therefore, this impact will be Class II, less than significant with incorporation of mitigation.

5. **HAZARDS AND HAZARDOUS MATERIALS (HAZ)**
    a. **HAZ Impact 4**. The project will have the potential to create a significant hazard to the public or environment as a result of the site being located on a hazardous material site from prior agricultural use. Additionally, there is one plugged oil and gas well located in the southwestern portion of the project site. Soils surrounding the plugged oil and gas well may contain petroleum hydrocarbons. The project site may contain contaminants associated with railroad use such as petroleum hydrocarbons, pesticides, and metals. The risk of hazardous materials creating a

significant hazard to the public or the environment would primarily occur during construction of the project if on-site contamination is disturbed. This potential impact will be reduced to less than significant with the implementation of Mitigation Measure HAZ-1 which requires prior to commencement of construction and grading activities at the project site, the project applicant shall retain a qualified environmental consultant (Professional Geologist or Professional Engineer) to prepare a Soil Management Plan (SMP) for the project site. Therefore, this impact will be Class II, less than significant with incorporation of mitigation.

B. Findings that with regard to certain project and cumulative effects, those changes or alterations which mitigate those effects, are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

No impacts were identified in the focused EIR or the Initial Study for which mitigation measures were the responsibility and jurisdiction of another public agency.

C. Findings that with regard to certain project and cumulative effects, specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

The EIR identified one (1) significant, unavoidable adverse project-specific or cumulative related environmental impact associated with the proposed project that cannot be mitigated to less than significant levels by the adoption of mitigation measures.

The Planning Commission finds that these impact will be mitigated to the maximum extent feasible, but will still remain significant and unavoidable, consistent with the following findings.

1. TRANSPORTATION (TR)

a. **TR Impact 2.** While the proposed project is generally consistent with local circulation-related plans and policies, the project would generate approximately 55.08 Vehicles Miles Traveled (VMT) per employee per day, which exceeds the City of Santa Maria's adopted threshold of 18.82 VMT per employee (two-way trip) by approximately 237 percent. Alternative project designs were also analyzed, however any alternative design for the project would result in the same VMT impact because the purpose of the project is to provide delivery of goods from the warehouse direct to the customer which is not dependent on factors such as building size or employee count which are commonly driving factors in VMT generation. Therefore, this impact would be Class I, significant and unavoidable.

VMT associated with the proposed project can be divided into two components: employee commute trips and delivery operations. Employee commute VMT is relatively low at an estimated 13.20 miles per person per day due to the

anticipated proximity of the workforce. However, delivery operations, which include dispatches by vans and Flex vehicles, account for the majority of the project's VMT and are essential to the facility's function.

The proposed project would include several TDM measures to reduce employee commuting VMT, but as these are already below thresholds and represent a small percentage of the overall VMT, these measures will have little reduction effect.

Mitigation Measures TR-1 through TR-3 which are aimed at reducing VMT including employer commute programs, transit subsidies, bike infrastructure, and fleet electrification, will be required of the project. However, since the delivery operations, which include dispatches by vans and Flex vehicles, account for the majority of the project's VMT, these measures would not fully reduce the project's VMT impacts below the applicable threshold. Therefore, the impact would remain significant and unavoidable after mitigation.

In addition, increased vehicle use associated with the proposed project could result in increased City-wide VMT, depending on the origin and the destination of trips. Because reasonably foreseeable future projects would also increase VMT, the cumulative impacts to City-wide VMT would be potentially significant. Even with implementation of the proposed Mitigation Measures TR-1 through TR-3, VMT from the proposed project would remain above existing regional averages. Therefore, the proposed project would also have a cumulatively considerable contribution to cumulative VMT impacts after mitigation.

Transportation Mitigation Measures

TR-1 Travel Demand Management

The project applicant shall implement at least one of the measures described below:

- **Voluntary Employer Commute Program:** The project applicant shall encourage alternative modes of transportation through a program that may include elements such as: a carpool or vanpool program, subsidized or discounted transit passes, bike amenities, commute trip-reduction marketing, and preferential parking permit program.
- **Employer Carpool Program:** The project applicant shall encourage carpooling by providing ride matching assistance to employees, providing priority parking for carshare vehicles, and providing incentives for carpooling.

The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.

TR-2 Project-Level Transportation Demand Management (TDM) Strategies

- **Carpool/Vanpool Incentives:** Provide priority parking, subsidies, or guaranteed ride home programs.
- **Transit Subsidies:** Offer free or discounted transit passes to employees.

- **Pedestrian Infrastructure:** Complete sidewalk gap on Stowell Road to the east of the site or contribute to fair share cost for construction at appropriate time.
- **Bike Infrastructure:** Install secure bike parking, showers, and lockers to encourage cycling.
- **Flexible Work Hours:** Reduce peak-hour congestion and VMT by staggering shifts.
- **On-Site Amenities:** Cafeterias, childcare, and banking reduce off-site trips.
- **Ride-Sharing Programs:** Partner with services like Uber/Lyft for shared rides.
- **Telematics and Routing Optimization:** Use software to reduce delivery trip lengths and improve efficiency.

The applicant shall provide to the City documentation that at least four of the above measures are implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.

TR-3 Fleet and Operational Measures

- **Zero-Emission Delivery Vehicles:** Transition to electric or hydrogen-powered trucks.
- **Idle Reduction Policies:** Enforce limits on truck idling.
- **Off-Peak Delivery Scheduling:** Reduce congestion and trip times.
- **Local Sourcing and Distribution Hubs:** Minimize long-haul trips by decentralizing distribution.

The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.

D. Findings that with regard to certain project effects, those effects found to be less than significant and no mitigation measures are required.

The Initial Study referenced in and provided as an appendices to the EIR identified potential impacts within topics that were found to be less than significant or no impact.

1. AESTHETICS (AES)

a. **AES Impact 1.** The Land Use designation with associated zone district are for industrial development. Additionally, the Resources Management Element does not identify any known unique or important scenic vistas surrounding the project site The project will not have a substantial effect on a scenic vista. This impact will be Class IV, of no impact.

b. **AES Impact 2.** The project site is not located near any officially designated State scenic highways. The project will not substantially damage scenic resources

within a State Scenic Highway. This impact will be Class IV, of no impact.

c. **AES Impact 3.** The proposed project's architecture and landscaping are consistent with the existing industrial developments along West Stowell Road, and the development intensity on the site aligns with the land uses and zoning planned for the area. With adherence to the City's development and landscape standards, the project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings, nor conflict with applicable zoning and other regulations governing scenic quality; The project is requesting to increase the allowable height from 35' to 45'. Through the Planned Development Permit, and subject to the findings of SMMC Section 12-35.203. If approved through this process, the project height would be determined consistent with City zoning. This impact will be Class III, less than significant.

d. **AES Impact 4.** The project will not create a new source of substantial light or glare which will adversely affect day or nighttime views in the area. The project site is surrounded by warehouse development and existing streets which have already introduced building, parking lot, and street lighting that already impacts day and nighttime views. New project lighting would direct illumination toward the proposed warehouse and parking lots, which reduces light spillage at the areas surrounding the project sites. These regulations would minimize glare offsite from the project for both daytime and nighttime views so there would not be a substantial adverse impact from glare. This impact will be Class III, less than significant.

2. AGRICULTURE AND FOREST RESOURCES (AGF)

a. **AGF Impact 1.** The project site is designated as Prime Farmland and would result in the conversion of approximately 32 acres of Prime Farmland to non-agricultural use. However, the project site is located within the West Stowell Specific Plan, in which the CEQA compliance for that specific plan already mitigated for, and a statement of overriding considerations made for the loss of Prime Farmland. This impact will be Class III, less than significant.

b. **AGF Impact 2.** The project will not conflict with existing zoning for agricultural use, or a Williamson Act contract. The Heavy Commercial Manufacturing (HCM) Land Use designation of the West Stowell Specific Plan permits activities which manufacture and retail on the same site, as well as other heavy commercial uses which may be land extensive or require transport of materials by heavy truck. The West Stowell Specific Plan designates the zoning of the project site as Planned Development/Commercial Manufacturing (PD/CM), which is the industrial zoning that corresponds to the Specific Plan's HCM Land Use, and applies an Agricultural Overlay to that zoning as a means of safeguarding and encouraging agriculturally related industrial activity at this location. The Planning Commission may approve a nonagricultural industrial project upon making findings that the project (i) falls within the intent and purpose of the Commercial/Manufacturing/Agricultural Overlay Zoning District, (ii) will not be obnoxious or detrimental to the public welfare, and (iii) is compatible with adjoining land uses. The site is not under a Williamson Act contract. This impact will be Class III, less than significant.

c. **AGF Impact 3.** The project site does not contain land zoned for forest land or timberland. This impact will be Class IV, no impact.

d. **AGF Impact 4.** The project site does not contain forest land. This impact will be Class IV, no impact.

e. **AGF Impact 5.** The area surrounding the project site includes agricultural, industrial, and commercial uses and is planned for industrial uses. Therefore, it is compatible with continued use of adjacent and nearby lands designated for agricultural production thereby not leading to the conversion of adjacent and nearby Farmland, to a non-agricultural use. Additionally, there is no timberland on or adjacent to the project site. This impact will be Class III, less than significant.

3. AIR QUALITY (AQ)

a. **AQ Impact 1.** The project will not conflict with or obstruct implementation of applicable air quality plans. The proposed project would install one stationary source, an emergency fire pump that would require a permit from SBCAPCD. The emergency fire pump would comply with permit conditions established by SBCAPCD and would meet Tier 4 Final engine standards. The project supports the SBCAG Connected 2050 Regional Transportation Plan/Sustainable Communities Strategy by incorporating sustainability features including a solar-ready roof, and installing Level 2 and Level 3 (DC Fast-Charging) vehicle chargers. These design features promote and encourage the use of electric vehicles, which would reduce on-road criteria pollutant and GHG emissions. Additionally, the proposed project would create job opportunities in the City, which would attract a local workforce and increase the City's employment and jobs-to-housing ratio. The proposed project would install bike racks at the project site, which would encourage employees to use alternative modes of transportation when commuting to the project site. This impact will be Class III, less than significant.

b. **AQ Impact 3.** The project will not expose sensitive receptors to substantial pollutant concentrations. The 400-foot distance between the project site and sensitive receptors as indicated in the CARB report identified above, the proposed project would not expose sensitive receptors to substantial concentrations of criteria pollutants during construction or during operations, nor would it expose sensitive receptors to DPM concentrations that would be expected to result in health risks exceeding SBCAPCD's health risk thresholds for cancer risk and noncancer risk. This impact will be Class III, less than significant.

c. **AQ Impact 4.** The project will not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. This is in part because during construction, odors would be temporary and intermittent, and construction-generated emissions dissipate rapidly with increasing distance from the source. Additionally, no aspect of the proposed project's operations would create a significant level of objectionable odors. This impact will be Class III, less than significant.

4. **BIOLOGICAL RESOURCES (BIO)**
    a. **BIO Impact 2.** There is no riparian habitat or other sensitive natural communities located within the project site or in close proximity; no impacts will occur. This impact will be Class IV, of no impact.

    b. **BIO Impact 3.** There are no jurisdictional wetlands or vernal pools located within the project site; no impacts will occur. This impact will be Class IV, of no impact.

    c. **BIO Impact 4.** The proposed project would not affect the movement native resident or migratory fish or wildlife species because all work would be conducted in upland areas outside of stream channels that could support fish, and there are no terrestrial habitat resources adjacent to the site. The project would not substantially fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources. This impact will be Class III, less than significant.

    d. **Bio Impact 5.** The project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation. There are no sensitive habitats on or adjacent to the site. The project would expand the area of the Urban Forest by adding tree coverage and landscaped areas which would comply with City Landscaping Standards and does not conflict with local policies or ordinances protecting biological resources. This impact will be Class III, less than significant.

    e. **BIO Impact 6.** There are no local, regional, or state conservation plans, or Natural Community Conservation Plan prepared for the project site or immediate area. Therefore the project will not conflict with the provisions of such plans. This impact will be Class IV, of no impact.

5. **CULTURAL RESOURCES (CR)**
    a. **CR Impact 3.** The project will not disturb any human remains based upon a Phase I survey of the site. No human remains were discovered within the project site during the Phase 1 survey. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 shall be implemented. This impact will be Class III, less than significant.

6. **ENERGY (EN)**
    a. **EN Impact 1**. The project will not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. There are no unique project characteristics that would require the use of less energy-efficient construction equipment or methods. The constructed warehouse will meet Title 24 of the California Building Standards Code, with lighting and appliances conforming to the 2022 California Energy Code, fixtures and appliances to comply with CALGreen, and overall will be consistent with State energy reduction policies and strategies. Additionally, the will include installation of EV chargers, solar panels, and a behind the meter Battery Energy Storage System to reduce consumption of non-renewable energy. The project would also exceed City requirements by not installing any natural gas infrastructure, effectively building an all-electric facility. This impact will be Class III, less than significant.

b. **EN Impact 2**. This project will not conflict or obstruct state or local plans for renewable energy or energy efficiency. The project would comply with the current Title 24 California Green Building Standards including the California Energy Code and CALGreen Non-residential Mandatory Measures, incorporating sustainable and environmentally friendly building practices, including the conservation of natural resources and the use of energy-efficient materials and equipment. The proposed project would implement sustainable building features that go above and beyond current code for energy efficiency. This impact will be Class III, less than significant.

7. GEOLOGY AND SOILS (GEO)

a. **GEO Impact 1.** The project will not cause substantial adverse effects due to rupture of a known earthquake fault, ground shaking, liquefaction and landslides. The nearest fault zone to the City of Santa Maria is the San Andreas Fault, approximately 50 miles from the project site. Compliance with current CBC requirements would ensure that the proposed structure would be able to resist earthquake damage. The City of Santa Maria is not located with a liquefaction hazard area. Additionally, a building permit and soils report would be required to be submitted to the City for review and approval prior to construction. This impact will be Class III, less than significant.

b. **GEO Impact 2**. The project will not cause soil erosion or the loss of top soil. The applicant would be required to adhere to conditions under the National Pollution Discharge Elimination System Permit and prepare a Storm Water Pollution Prevention Plan. California Building Code erosion control and permanent site surface drainage elements will be incorporated. This impact will be Class III, less than significant.

c. **GEO Impact 3**. The site is not located on unstable soil or result in unstable soil from the project and the potential for on or-off site landslide, lateral spreading, subsidence, liquefaction or collapse is less than significant. This impact will be Class III, less than significant.

d. **GEO Impact 4.** The project will not result in substantial risks to life or property associated with expansive soils. The project would be required to include a foundation that complies with the Uniform Building Code Section 1808.6.1, which requires the foundation to be designed to prevent uplift of the supported structure or resist forces exerted on the foundation due to soil volume changes, or the project would be required to remove expansive soil to the depth of constant moisture. This impact will be Class III, less than significant.

e. **GEO Impact 5.** The project will not result in impacts associated with soil capability of supporting the use of wastewater disposal systems. No septic tanks or alternative wastewater disposal systems are proposed for the project, and the project is required to connect to City sewer system infrastructure by Municipal Code. This impact will be Class IV, of no impact.

8. **Greenhouse Gas Emissions (GHG)**
    a. **GHG Impact 1.** The proposed project would be located near transit corridors and services consistent with the SCS, helping reduce dependence on single-occupancy vehicle trips; would incorporate energy-efficient systems and appliances, consistent with Title 24 and CALGreen standards and the CARB Scoping Plan. The project will generate a less than significant impact from the generation of greenhouse gas emissions either directly or indirectly. Impacts would be Class III, less than significant.

    b. **GHG Impact 2.** The proposed project would support the 2022 Scoping Plan strategies for reducing GHG emissions from transportation, electricity grid, and buildings, and would not conflict with the 2022 Scoping Plan's goals for reducing GHG emissions nor would it conflict with the SBCAG 2050 RTP/SCS. Impacts would be Class III, less than significant.

9. **HAZARDS AND HAZARDOUS MATERIALS (HAZ)**
    a. **HAZ Impact 1.** The project will not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. Diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals are commonly used at construction sites. The construction activities shall comply with existing Federal and State regulations for the transport, use, or disposal of such hazardous materials during project construction, proper storage and use of these materials, as well as the disposal of excess hazardous materials and hazardous construction waste. project construction would not create a significant hazard. The completed project's operations are not anticipated to be associated with major hazardous materials, and would not create unusually high quantities of hazardous waste. In addition, potential hazardous materials, such as fuel, paint products, lubricants, solvents, and cleaning products, could be used and/or stored on-site. However, due to the limited quantities of these materials anticipated to be used by the project, they would not be hazardous to the public or environment. This impact will be Class III, less than significant.

    b. **HAZ Impact 2.** The project will not create a significant hazard through foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The applicant proposes to re-abandon the oil and gas well located in the southwestern portion of the project site in conjunction with the project, in coordination with CalGEM and in accordance with current CalGEM standards. The operation of the facility would include the brief storage and transport of traditional consumer products that could contain minimal amounts of hazardous substances. However, the potential for release of hazardous materials is considered to be negligible given that all materials would be prepackaged in limited quantities for retail consumption and use, and any release would be small and likely to be easily contained. Any hazardous materials on-site would be handled in accordance with all applicable regulations, including containment, reporting, and remediation requirements, in the event of a spill or accidental release. This impact will be Class III, less than significant.

c. **HAZ Impact 3.** The project will not introduce hazardous materials within 0.25 miles of an existing or proposed school; there are five schools in a 1.5-mile radius, and the closest potential school is a planned school 0.5 mile from the project site. Associated with the low volume and potential upset of any hazardous materials in the operation of the facility, the impacts related to hazardous emissions and handling of hazardous materials near schools will be less than significant. This impact will be Class IV, no impact.

d. **HZA Impact 5.** The project will not result in safety hazard or excessive noise for people working in the project area. The project site is located within two miles of the Santa Maria Public Airport, but outside of the Santa Maria Public Airport's six safety zones and approach zones, and outside the airports regulated noise contours. No impact related to a safety hazard or excessive noise for people residing or working in the project area associated with an airport would occur. This impact will be Class IV, no impact.

e. **HAZ Impact 6.** The project will not impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan. 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. The proposed project would also be required to comply with the Santa Barbara County Multi-Jurisdictional Hazards Mitigation Plan. This impact will be Class III, less than significant.

f. **HAZ Impact 7.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires. The site is not located in a moderate, high, or very high Fire Hazard Severity Zone in a Local or a State Responsibility Area. The project site is primarily surrounded by urban development or agriculture production on all sides and is not located adjacent to a wildland area. The proposed project would be fully developed with landscape maintenance for all landscaped areas and would comply with fire code and building setbacks. This impact will be Class III, less than significant.

10. HYDROLOGY AND WATER QUALITY (HYD)

a. **HYD Impact 1**. With installation of the proposed stormwater basin and compliance with applicable regulations, operation of the proposed project would not violate any water quality standards or waste discharge requirements or ground water quality. Because project construction would disturb more than one acre of land, construction activities would be required to obtain coverage under the statewide NPDES Construction Stormwater General Permit (Order No. 2022-0057-DWQ). Obtaining coverage under the Construction Stormwater General Permit requires the creation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that would include Best Management Practices (BMPs) to prevent polluted stormwater runoff during construction and decommissioning. With installation of the proposed stormwater basin and compliance with applicable regulations, operation of the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade

surface or ground water quality. This impact will be Class III, less than significant.

b. **HYD Impact 2**. The project would not 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 City's Urban Water Management Plan, the City's water supply is available to meet projected demand and is expected to reliably meet the projected demands through 2040. 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. The project includes two stormwater basins to capture project surface runoff on site for percolation back into the aquifer. This impact will be Class III, less than significant.

c. **HYD Impact 3.** The project would not alter the existing drainage pattern of the site or area, including through the addition of impervious surfaces. The project site is generally flat, with minimal elevation change across the site, and does not contain any streams, rivers, or other drainage features that may cause flooding. Stormwater basins would be engineered to accommodate stormwater flow on the project site, designed to control the flow rate of on-site runoff so that it would not exceed pre-development conditions and comply with mandatory requirements for the NPDES for siltation and sediment control. Additionally, a Stormwater Control Plan would be prepared. Implementation of these requirements would minimize potential impacts related to on-site erosion, siltation, flooding, and runoff. This impact would be Class III, less than significant.

d. **HYD Impact 4.** The project site is not in a flood hazard zone, tsunami zone, or seiche zone and, therefore, there will be no risk of release of pollutants due to project inundation by these hazards. According to the Federal Emergency Management Agency (FEMA), the project site is located outside of a flood hazard area. The project site is located approximately 10 miles east of the Pacific Ocean and therefore is not subject to flood or tsunami or seiche related events. This impact will be Class IV, of no impact.

e. **HYD Impact 5.** The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The 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. Impacts to water quality during operation would effectively be controlled through the implementation of the proposed stormwater basin. Because the proposed project would not conflict with or obstruct implementation of the Basin Plan, impacts would be less than significant. This impact will be Class III, less than significant.

11. LAND USE AND PLANNING (LUP)

a. **LUP Impact 1.** The project will not include features that will physically divide an established community. The proposed project is confined to a single 33.3- acre project development site, and would be compatible with adjacent facilities,

comparable in type and scale to the proposed project. The project would not obstruct access or bisect any established neighborhoods. This impact will be Class IV, no impact.

b. **LUP Impact 2.** The project will not 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. The project site is designated Heavy Commercial / Manufacturing (HCM) under the City of Santa Maria General Plan and zoned PD/CM‑AG (Planned Development / Commercial Manufacturing – Agriculture Overlay) within the adopted West Stowell Specific Plan. The Sphere of Influence Expansion and Annexation project Final Environmental Impact Report (E-88-10) was certified by the City Council in association with the annexation of this area and the adoption of the West Stowell Specific Plan. The City Council action on that EIR also incorporated a statement of overriding considerations acknowledging the impact the new Specific Plan land use designation would pose to agricultural uses. The overriding consideration made in 1992 specifically considered the loss of prime agricultural land to future industrial development but found that this and the other annexation projects being analyzed served an overriding need for the growth of the community.

   The Planning Commission may determine through affirmatively making Specific Plan Section 3.1.1.d findings that the project is compatible with the adjacent agriculturally-related industrial activities, is not obnoxious or detrimental to the public welfare and is similar in scope and scale to those other permitted and conditional uses listed in Section 3.1.1, and shall not threaten the viability of the adjacent agriculturally-related industrial uses. The proposed project would not introduce land use conflicts (such as noise, dust, or access issues) that might negatively impact adjacent parcels. The proposed facility would be comparable in size and massing to both the adjacent Driscoll's packaging facility and the new warehouse currently under construction. Its scale and form are consistent with existing and planned development in the immediate vicinity. If the Planning Commission determines that a conditional use permit is appropriate and makes the findings discussed above, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and the impact would be Class III, less than significant.

12. MINERAL RESOURCES (MIN)

a. MIN Impact 1. While the site is within a designated Mineral Resource Zone (MRZ-2), there are no known mineral resources of regional or state value, nor any locally important mineral resource recovery sites on or near the project site. This impact will be class IV, no impact.

b. MIN Impact 2. The site is not actively planned for mineral resource recovery and no mineral extraction activities currently take place. Additionally, the operation of the facility would not preclude mineral extraction nearby. This Impact will be Class IV, no impact.

13. NOISE (NOI)

a. **NOI Impact 1.** The nearest sensitive receptor considered in this analysis is a single-family residence located approximately 1,400 feet from the nearest boundary of the project site and situated across the Santa Maria Valley Railway. The Noise Impact Analysis concluded that proposed project construction activities would generate noise levels below the FTA's threshold of 80 dBA Leq during daytime at residential uses. Therefore, the temporary increase in noise levels during construction of the proposed project is not expected to exceed local standards. The project is not expected to result in a permanent increase in ambient noise levels or expose nearby residents to long-term noise levels exceeding applicable standards. Noise modeling conducted for the project indicates that all estimated operational noise levels would remain below the applicable ambient base noise level thresholds established by the Santa Maria Municipal Code. This impact will be Class III, less than significant.

b. **NOI Impact 2.** The project will not generate excessive ground borne vibration or ground borne noise levels. The greatest source of construction vibration is anticipated to be grading and site preparation activities. However, the construction equipment and methods use will not produce groundborne vibration levels which would exceed the applicable vibration thresholds for human annoyance or structural damage. The proposed operation of the project does not include any substantial sources of vibration. This impact will be Class III, less than significant.

c. **NOI Impact 3.** The project will not expose people residing or working in the project area to excessive Aircraft noise levels. The Santa Maria Airport is located approximately two miles southeast of the project site. The project site is outside of the airport's primary noise contours and safety zones, therefore users and workers at the site would not be exposed to excessive aviation-related noise. This impact will be Class III, less than significant.

14. POPULATION AND HOUSING (PH)

a. **PH Impact 1.** The project will not result in substantial unplanned population growth. The project does not include residential development, nor does the project extend roads or utilities to currently inaccessible areas. The construction phase would generate temporary employment opportunities however these jobs would likely be filled by the existing regional workforce and would not require an influx of new residents. The operational phase of the project would create approximately 588 new jobs, but again a majority of these will likely draw from the existing local employment base. This impact will be Class III, less than significant.

b. **PH Impact 2.** The project site is undeveloped and therefore will not displace substantial numbers of persons or housing. This impact will be Class IV, of no impact.

15. PUBLIC SERVICES (PS)

a. **PS Impact 1.** The project will not require the provision of new or physically altered

fire protection facilities; The proposed delivery warehouse project would be located within an already developed area of the City of Santa Maria, where existing public services have been established to accommodate urban development. The project would not directly or indirectly induce population growth and, therefore, would not increase demand for public facilities such as fire and police protection, schools, parks, or other public facilities. Additionally, the project would not introduce features requiring additional or unusual fire or police protection that would necessitate the construction of new public facilities, which could result in environmental impacts. This impact will be Class III, less than significant.

b. **PS Impact 2.** The project will not require the provision of new or physically altered police protection facilities. The proposed delivery warehouse project would be located within an already developed area of the City of Santa Maria, where existing public services have been established to accommodate urban development. The project would not directly or indirectly induce population growth and, therefore, would not increase demand for public facilities such as fire and police protection, schools, parks, or other public facilities. Additionally, the project would not introduce features requiring additional or unusual fire or police protection that would necessitate the construction of new public facilities, which could result in environmental impacts. This impact will be Class III, less than significant.

c. **PS Impact 3.** Since the project does not include residential development and would not induce population growth, it would not generate a significant increase in school-aged children or impact local school enrollment. Implementation of the project will not result in an increased demand on existing Orcutt Union School District (OUSD), Santa Maria-Bonita School District (SMBSD), and Santa Maria Joint Union High School District (SMJUHSD) facilities. This impact will be Class III, less than significant.

d. **PS Impact 4.** The project does not introduce new residents, there would be no increase in demand for parks or recreational facilities. The project will not require the provision of new or physically altered park facilities. This impact will be Class III, less than significant.

e. **PS Impact 5.** The project would not introduce any features requiring additional or unusual levels of service needs that would necessitate the construction of new public facilities, which could result in environmental impacts. This impact will be Class III, less than significant.

16. RECREATION (REC)

a. **REC Impact 1**. The proposed project would primarily employ individuals from the existing workforce in Santa Maria and would not induce substantial population growth, directly or indirectly, nor include or necessitate the development or expansion of recreational facilities. This impact will be Class III, less than significant.

b. **REC Impact 2**. The proposed project does not include, and would not necessitate

the development or expansion of recreational facilities. This impact will be Class III, less than significant.

17. TRANSPORTATION (TR)

a. **TR Impact 1**. The project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The proposed project would include internal pedestrian access, ADA-compliant features, and bicycle racks which support multimodal access. While the project site is not directly adjacent to existing transit stops or bicycle lanes, it is located near transit corridors and does not propose any changes that would interfere with existing or planned infrastructure. The proposed project would improve safety, support complete streets, and align transportation with land use. The inclusion of electric vehicle charging infrastructure and internal circulation design also supports sustainability and operational efficiency. Additionally, the proposed project does not propose changes to the public roadway network that would conflict with adopted plans. This impact will be Class III, less than significant.

b. **TR Impact 3.** The proposed project would not change the design or alignment of any adjacent roadways and does not include any road improvements or design features that would increase hazards or would introduce incompatible uses. The proposed project would adhere to the SMMC Section 12-33 (Commercial and Industrial Performance Standards), as well as Sections 12-27.02 and 12-27.03 regarding fence, walls, hedges and corner cutback requirements. The Santa Maria Public Works Department has reviewed the proposed project and confirmed that it would not create hazardous roadway conditions. This impact will be Class III, less than significant.

c. **TR Impact 4.** All public road improvements would be required to adhere to the SMMC Title 7 Traffic Regulations. Emergency access to the project site would be provided by West Stowell Road via three unprotected driveway accesses. Access and circulation has been designed to comply with all safety and street improvement standards per the Santa Maria Fire Department including that all three access roads are at a width to allow fire apparatus access. The project will not result in inadequate emergency access. This impact will be Class III, less than significant.

18. TRIBAL CULTURAL RESOURCES (TCR)

a. **TCR Impact 1.** The project will not cause a substantial adverse change in the significance of a tribal cultural resource which is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The results of the Native American Heritage Commission (NAHC) Sacred Lands Search for the project were negative, and there are no Tribal Cultural Resources on file at the NAHC that are located within the project site. The NAHC identified seven individuals representing four Tribes that are traditionally and culturally affiliated with the geographic area of the project who were all contacted during AB 52 outreach, however none requested further consultation. The site does not contain historical resources. This impact will be

Class III, less than significant.

b. **TCR Impact 2.** The project will not cause a substantial adverse change in the significance of a tribal cultural resource found to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. This impact will be Class III, less than significant.

19. UTILITIES AND SERVICE SYSTEMS (USS)

a. **USS Impact 1.** The proposed project would not require new, relocated, or expanded facilities to supply water to the project. The wastewater treatment requirements of the City's Wastewater Treatment Plant on Black Road would not be exceeded, and potential impacts would be less than significant. No offsite drainage improvements or modifications would be necessary. The project would not necessitate the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities. This impact will be Class III, less than significant.

b. **USS Impact 2.** The City's 2020 Urban Water Management Plan (UWMP) documents that sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. This impact will be Class III, less than significant.

c. **USS Impact 3.** Wastewater generated by the project would be treated at the City-owned Wastewater Treatment Plant. Based on the projected population in Santa Maria, the City's Public Works Department, consistent with the findings from the City's 2012 Utility Capacity Study, has determined that the existing wastewater treatment plant would continue to be adequate for future wastewater demands, including those of the project and future commitments through 2035. Therefore, the project would not require expansion of the City's existing treatment capacity due to the project, in addition to the provider's existing commitments. This impact will be Class III, less than significant.

d. **USS Impact 4.** The City operates the Santa Maria Regional Landfill, located on East Main Street in Santa Maria. The project-generated waste would be sufficiently served by the existing capacity of the Santa Maria Regional Landfill. The project will not generate solid waste in excess of the capacity of local infrastructure or otherwise impair state or local solid waste reduction goals. This impact will be Class III, less than significant.

e. **USS Impact 5.** The project will comply with federal, state, and local solid waste reduction goals, including CalGreen Code Section 5.408.1, which requires developers to recycle and/or salvage for reuse a minimum of 65 percent of the non-hazardous construction and demolition waste, and SB 1383, which requires mandatory organic waste collection for composting. This impact will be Class III, less than significant.

20. WILDFIRE (WILD)

a. **WILD Impact 1.** The project site is in an urbanizing area of Santa Maria, adjacent

to existing and under construction industrial development and is not located within or near a Very High Fire Hazard Severity Zone or State Responsibility Area. The project would impair an emergency response plan or emergency evacuation plan. This will be Class IV, no impact.

b. **WILD Impact 2.** The project site is not located within a very high fire hazard severity zones and would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. This will be Class IV, no impact.

c. **WILD Impact 3.** The project site is not located within a very high fire hazard severity zones and would not exacerbate wildfire risks and would not require the installation or maintenance of associated fire prevention and control related infrastructure. This will be Class IV, no impact.

d. **WILD Impact 4.** The project site is generally flat and not located within a very high fire hazard severity zone. The site's urban development would not exacerbate wildfire risks and 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. This will be Class IV, no impact.

ATTACHMENT E

STOWELL ROAD PACKAGE DELIVERY WAREHOUSE PLANNED DEVELOPMENT PERMIT

Statement of Overriding Considerations

The 2026 Environmental Impact Report (EIR) for the Stowell Road Package Delivery Warehouse Planned Development Permit identifies significant, unavoidable transportation impacts associated with the proposed project. Mitigation measures to reduce these Vehicle Miles Traveled (VMT) impacts have been applied to the project to the extent feasible but would not reduce the environmental impacts below the identified criteria used to define significant impacts.

The Planning Commission of the City of Santa Maria finds that the benefits of the proposed project outweigh the significant unavoidable impacts as required by Section 21081(b) of the California Environmental Quality Act (CEQA). The Planning Commission makes the findings set out below that specific economic, legal, social, technological, or other considerations, make infeasible the alternatives identified in the environmental impact report. In addition to the CEQA findings set forth in Attachment D of the May 6, 2026, Planning Commission staff report, the Planning Commission makes the following findings of overriding considerations that warrant approval of the proposed project, notwithstanding the identified VMT transportation impacts that are not fully mitigated:

1. The project would provide potential future development of 244,420 square feet of industrial development. This project is consistent with the General Plan Land Use Element provisions to maintain and improve the existing character of Santa Maria as the industrial and commercial center for northern Santa Barbara County and southern San Luis Obispo County, and to provide sufficient sites for new industrial development. This project will contribute to local economic activity through establishing a productive use of underutilized industrial designated land, and through the employment opportunities the use will generate. This is an overriding economic and social consideration in favor of approving the proposed project.

2. The project would provide both short-term construction jobs and long-term job opportunities for the operation of the facility. Approximately 800 new jobs (300 direct employees and 500 contracted employees) are expected to be created from the project, with the daily shift count slated for 588. This significant job creation is consistent with General Plan provisions for the City to attract new business and investment, support the growth and prosperity of existing businesses, and attract industries which lead to job creation and support employment of local residents. Population growth has outpaced job growth in Santa Maria, and the lack of local jobs requires residents to travel outside the city for work. This project will provide local employment opportunities which will aid in reducing the number of Santa Maria residents commuting outside of the City for employment. This project will facilitate economic opportunities and long-term prosperity for residents. This is an

overriding economic and social consideration in favor of approving the proposed project.

3. The project provides for a quantity of onsite parking spaces in excess of Santa Maria Municipal Code requirements and sufficient to accommodate the parking needs of the employees, the fleet vehicles and line-haul trucks at this facility. The parking provided is consistent with the General Plan policies to ensure that adequate parking is provided on new development sites to avoid parking spillover impacts to neighboring properties. This is an overriding economic and social consideration in favor of approving the proposed project.

4. The nearest boundary of the project site is approximately 1,400 feet from the nearest single-family residence which would be considered a sensitive receptor for noise. While the project would introduce new operational noise sources, including on-site trucks and vehicles, stationary equipment such as air conditioning units and other mechanical systems, an onsite fleet mechanical service station, and intermittent noise from backup alarms from haul trucks during loading and unloading activities, the acoustic analysis for the project determined that all estimated operational noise levels would remain below the applicable ambient base noise level thresholds established by the General Plan and Santa Maria Municipal Code. This is consistent with the General Plan provisions which call for appropriate placement of uses for noise compatibility to avoid potential future noise conflicts, and that noise generating developments to be separated from potential sensitive receptors and thereby avoid negative impacts to either use. This is an overriding economic and social consideration in favor of approving the proposed project.

5. The project would provide for the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area. The project will provide offsite improvements, including signal optimization and road hardening along the West Stowell Corridor. In these ways the project supports the City of Santa Maria General Plan provisions for integration of new development, street systems, and public infrastructure that supports public safety, with capacities which serve the existing and future businesses and residents, and keeps pace with planned growth. This is an overriding economic and social consideration in favor of approving the proposed project.

6. The proposed project would implement sustainability and green building features to reduce consumption of non-renewable energy associated with facility operations. Fourteen EV chargers would be installed as part of the project, exceeding the City minimum requirements, with infrastructure (electrical conduit) installed to have an additional 40 EV ready stalls. There would also be 202 EV van stalls installed for charging electrical delivery vans. The building would include solar to offset electrical energy demand with a design capacity of 750 kilowatts direct current. To manage energy supply and demand, the project would include a

behind the meter Battery Energy Storage System to store the on-site solar generated energy for later use with a design rating of 650 kilowatts direct current. The project would also exceed City requirements by not installing any natural gas infrastructure, effectively building an all-electric facility. All energy use would be essential to business operations, and energy would be conserved whenever possible. These features are consistent with General Plan provisions for new development to be designed to reduce reliance on non-renewable energy sources through the efficient use of energy and the utilization renewable energy technologies. This project will not contribute to environmental hazards such as groundwater threats, hazardous and solid waste sites, or impaired water bodies, and will not exasperate health risk challenges for vulnerable populations. This is an overriding technological and social consideration in favor of approving the proposed project.

7. The project would generate approximately 55.08 Vehicle Miles Traveled (VMT) per employee per day, which exceeds the City of Santa Maria's adopted threshold of 18.82 VMT per employee (two-way trip) by approximately 237 percent. A range of alternatives were examined in the EIR to address the significant and unavoidable impacts to VMT from buildout of the project site. Any alternative design for the project would result in the same VMT impact because the industry is driven by customer demand, and the purpose of the project is to provide delivery of goods from the warehouse direct to the customer which is not dependent on factors such as building size or employee count which are commonly driving factors in VMT generation. For example, a smaller building or less employees per shift reducing potential delivery throughput would simply require more shifts and extended delivery hours to meet customer demand while resulting in the same VMT impact.

- The proposed project would include several transportation demand management mitigation measures to reduce employee commuting VMT. These include implementation of a voluntary employer commute program, carpool and vanpool incentives, transit subsidies, bike and pedestrian infrastructure, flexible work hours, and on-site amenities. The project will also provide signal timing coordination along the West Stowell corridor and prepare a signal warrant analysis for the Stowell Road/Thornburg Road intersection. If the signal warrant analysis determines that a traffic signal is not warranted, the applicant shall design and install a Pedestrian Hybrid Beacon (PHB) at the Stowell Road/Thornburg Road intersection. This is consistent with the General Plan provisions to provide transportation facilities which are safe and provide acceptable levels of service, and provisions for multiple transportation modes within an integrated transportation system. This is an overriding social consideration in favor of approving the proposed project.

4 Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Environmental Impact Report (Final EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

ATTACHMENT F

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Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Air Quality							
AQ-1 Line-Haul Trucks Requirement							
The proposed project owner or operators shall require the use of line-haul trucks that meet standards for on-road trucks with model year 2014 or newer engines.	**Requirements:** Line-haul trucks shall meet standards for on-road trucks with model year 2014 or newer engines. **Documentation**: Annual report documenting compliance shall be provided to the City.	Throughout construction and operation.	The Applicant will ensure all personnel understand the measures that shall be adhered to throughout construction and operation.	City of Santa Maria Community Development			
Biological Resources							
BIO-1 Initial Ground Disturbance Avoidance During Winter and Preconstruction Survey for Winter Months							
Initial site disturbance and grading for construction shall be planned to occur outside the winter rain season in which CRLF move through upland habitats. Initial site grading shall occur between May 1st and October 31st to avoid impacts to frogs using upland habitat during the rainy season. In addition, Mitigation Measures BIO-2 through BIO-4 shall be implemented to avoid or minimize project impacts on other wildlife species in addition to CRLF. If any CRLF are found in the work area, the animal shall be allowed to leave the work area under its own volition. If the frog does not leave the work area, work shall be delayed or halted in that location plus a 50-foot buffer until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to authorization required by the USFWS. A report describing the methods and results of the survey shall be prepared by the biologist and submitted to the City within two weeks of the start of ground disturbance.	**Requirements:** Initial site disturbance and grading shall be planned to occur between May 1st and October 31st to avoid impacts to frogs using upland habitat during the rainy season. In addition, Mitigation Measures BIO-2 through BIO-4 shall be implemented to avoid or minimize project impacts on other wildlife species in addition to CRLF. If construction must occur during winter months (from November 1 through April 30), a qualified biologist shall survey all areas proposed for temporary and permanent disturbance within 48 hours prior to initial ground disturbance to ensure no CRLF are present. If any CRLF are found in the work area, the animal shall be allowed to leave the work area under its own volition. If the frog does not leave the work area, work shall be delayed or halted in that location plus a 50-foot buffer until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to authorization required by the USFWS. A report describing the methods and results of the survey shall be prepared by the biologist and submitted to the City within two weeks of the start of ground disturbance. **Documentation:** A report describing the methods and results of the survey shall be prepared by the biologist and submitted to the City within two weeks of the start of ground disturbance.	Initial site grading shall occur between May 1st and October 31st. If construction must occur during winter months (from November 1 through April 30), a qualified biologist shall survey all areas proposed for temporary and permanent disturbance within 48 hours prior to initial ground disturbance. Within two weeks of the start of ground disturbance, a report describing the methods and results of the survey shall be prepared by the biologist and submitted to the City.	The biologist shall conduct a preconstruction survey prior to construction activities occurring during winter months and submit it to the City within two weeks of the start of ground disturbance.	City of Santa Maria Community Development			
BIO-2 Prepare and Present a Worker Environmental Awareness Program							
Prior to initiation of construction activities (including staging and mobilization), a qualified biologist shall conduct a Worker's Environmental Awareness Program (WEAP) training for all construction personnel. The training shall aid workers in recognizing special-status species, native birds, protected trees, ESHA, or other biological resources that may occur in the construction area. The specifics of this program shall include identification and habitats of special-status species with potential to occur in the project site, description of the regulatory status and general ecological characteristics of sensitive resources, review of the limits of construction, and an explanation of measures required to protect biological resources, with a special focus on CRLF. A fact sheet conveying this information shall be prepared for distribution to all contractors, their employers, and other personnel involved with construction. All employees shall sign a form provided by the trainer indicating they have attended the WEAP training and understand the information presented to them. The crew foreman shall be responsible for ensuring crew members adhere to the guidelines and restrictions designed to avoid impacts to biological resources. If new construction	**Requirements:** The Applicant shall coordinate a qualified biologist to conduct a WEAP training for all construction personnel prior to the initiation of construction activities. If new personnel are added to the Project, the crew foreman shall ensure the new personnel receive the training before starting work. In addition, the crew foreman shall ensure all receive the WEAP training before starting work. The training shall include the following components: • Identification and habitats of special-status species with potential to occur within the study area • Description of the regulatory status and general ecological characteristics of sensitive resources • Review of the limits of construction, and an explanation of measures required to protect biological resources, with a special focus on CRLF.	All construction personnel shall receive the WEAP training prior to the initiation of construction activities (including staging and mobilization).	The crew foreman shall ensure that all construction personnel and new personnel that may be added to the Project receive the WEAP training and understand the material presented in the training.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
personnel are added to the project, the crew foreman shall ensure the new personnel receive the WEAP training before starting work.	**Documentation:** A fact sheet conveying the information components from the training shall be prepared for distribution to all contractors, their employers, and other personnel involved with construction. All employees shall sign a form provided by the trainer indicating they have attended the WEAP training and understand the information presented to them.						
BIO-3 High Visibility Construction Fencing							
A high-visibility construction fence (i.e., orange protection fence) together with a silt fence, or an approved wildlife exclusion fence (i.e., ERTEC Triple-function E-fence), shall be erected along the southern, eastern, and western perimeter of the site. To prevent animals from getting under the fence, the bottom edge of the fence shall be trenched into the ground to a depth of at least six (6) inches, and the soil recompacted along either side. The fence shall remain in place throughout all construction and checked weekly by construction personnel for needed maintenance. The fence shall be inspected by construction personnel prior to the start of work each day in which at least one-quarter inch of precipitation has fallen within the prior 24 hours for CRLF that may have entered the work area or are disoriented on the outside of the fence. If any CRLF are found within the work area, the project biologist shall be contacted to inspect the site. If the animal(s) do not leave the site on their own volition, work shall be halted within 50 feet of the frog until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to any authorization required by USFWS.	**Requirements:** A high-visibility construction fence (i.e., orange protection fence) together with a silt fence, or an approved wildlife exclusion fence (i.e., ERTEC Triple-function E-fence), shall be erected prior to the start of construction and shall remain in place throughout all construction. The fence shall be inspected by construction personnel weekly and prior to the start of work each day in which at least one-quarter inch of precipitation has fallen within the prior 24 hours. If any CRLF are found within the work area, the project biologist shall be contacted to inspect the site. If any CRLF remain onsite, work shall be halted within 50 feet of the frog until the frog can be captured and relocated to suitable habitat away from project impacts pursuant to any authorization required by USFWS. **Documentation:** Weekly report documenting compliance shall be provided to the City by construction personnel during construction.	A high-visibility construction fence (i.e., orange protection fence) together with a silt fence, or an approved wildlife exclusion fence (i.e., ERTEC Triple-function E-fence), shall be erected prior to the start of construction and shall remain in place throughout all construction.	The Applicant shall ensure all construction personnel understand the measures that shall be adhered to throughout construction.	City of Santa Maria Community Development			
BIO-4 Prevent Entrapment of CRLF in Open Excavations and Trenches							
During the period in which there are open trenches or excavations more than six (6) inches deep, such as during the excavation for building foundations or utility lines, escape ramps shall be installed so that CRLF and other wildlife that may have become entrapped have the ability to escape. Escape ramps shall consist of a 2:1 sloped soil area leading from the bottom to ground level. Alternatively, as a second option, a qualified biologist shall inspect open trenches each day prior to the start of work for entrapped animals. Alternatively, as a third option, all trenches/excavations can be completely covered with plywood, steel plates or similar material during overnight periods. If a CRLF individual is located in a trench by construction personnel, the qualified biologist shall be contacted immediately to assist with relocation upon authorization from USFWS. For common wildlife, the biologist shall capture and relocate the individual out of harm's way. Work shall be halted until the entrapped animal has been relocated.	**Requirements:** Escape ramps shall be installed during the period in which there are open trenches or excavations more than six (6) inches deep. Escape ramps shall consist of a 2:1 sloped soil area leading from the bottom to ground level. Alternatively, as a second option, a qualified biologist shall inspect open trenches each day prior to the start of work for entrapped animals. Alternatively, as a third option, all trenches/excavations can be completely covered with plywood, steel plates or similar material during overnight periods. If a CRLF individual is located in a trench by construction personnel, the qualified biologist shall be contacted immediately to assist with relocation upon authorization from USFWS. For common wildlife, the biologist shall capture and relocate the individual out of harm's way. Work shall be halted until the entrapped animal has been relocated. **Documentation:** Daily logs documenting the inspection or a report documenting the installation of ramps or covers used during overnight periods.	During the period in which there are open trenches or excavations more than six (6) inches deep, such as during the excavation for building foundations or utility lines, escape ramps shall be installed so that CRLF and other wildlife that may have become entrapped have the ability to escape.	The Applicant shall ensure all construction personnel understand the measures that shall be adhered to throughout construction.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
BIO-5 Vegetation Removal and Grading Avoidance During Nesting Season							
All initial site disturbance shall be limited to the time period between September 1 to October 31, if feasible, to avoid construction during the nesting season (February 1 to August 31) and to avoid the seasonal work restriction associated with the CRLF (November 1 to April 30, see Mitigation Measure BIO-1). Tree removal shall occur between September 1 and January 31 to avoid the nesting period. If vegetation removal and grading cannot feasibly be conducted during this time period, then Mitigation Measure BIO-6 shall be followed.	**Requirements:** All initial site disturbance shall be limited to the time period between September 1 to October 31, if feasible. Tree removal shall occur between September 1 and January 31 to avoid the nesting period. If vegetation removal and grading cannot feasibly be conducted during this time period, then Mitigation Measure BIO-6 shall be followed. **Documentation:** Report documenting compliance shall be provided to the City during construction.	All initial site disturbance shall be limited to the time period between September 1 to October 31, if feasible. Tree removal shall occur between September 1 and January 31 to avoid the nesting period.	The Applicant shall ensure all construction personnel understand the measures that shall be adhered to throughout construction.	City of Santa Maria Community Development			
BIO-6 Nesting Bird Preconstruction Survey							
For any initial construction (vegetation removal and grading) scheduled to start between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for nesting birds within a 250-foot buffer of project impact areas. The survey shall be conducted within seven days before the initiation of construction activities occurring during this time period. During this survey, the qualified biologist shall search for birds exhibiting nesting behavior and inspect all potential nest substrates in the impact and buffer areas. Any nests identified shall be monitored to determine if they are active. If no active nests are found, construction may proceed. If an active nest is found within 50 feet of the construction area, the biologist, in consultation with the City and CDFW as appropriate, shall determine the extent of a buffer to be established around the nest. The buffer shall be delineated with flagging, and no work shall take place within the buffer area until the young have left the nest, as determined by the qualified biologist. The applicant shall submit to the City a report from the qualified biologist documenting the methods and results of the survey.	**Requirements:** The nesting bird survey shall be conducted on foot within the Project boundary, including a 250-foot buffer of project impact areas. The survey shall be conducted within seven days before the initiation of construction activities occurring during this time period. During this survey, the qualified biologist shall search for birds exhibiting nesting behavior and inspect all potential nest substrates in the impact and buffer areas. Any nests identified shall be monitored to determine if they are active. If no active nests are found, construction may proceed. If an active nest is found within 50 feet of the construction area, the biologist, in consultation with the City and CDFW as appropriate, shall determine the extent of a buffer to be established around the nest. **Documentation:** The qualified biologist will document survey findings, as required above, documenting the methods and results of the survey.	If construction activities occur during the bird breeding season (February 1 to August 31), the Applicant shall retain a qualified biologist to conduct a preconstruction survey for nesting birds no more than 7 days prior to initiation of ground disturbance and/or vegetation removal activities.	The qualified biologist shall conduct nesting bird surveys prior to construction activities occurring during bird breeding season. In addition, any nets found during the survey shall be monitored to determine if they are active. In addition, the qualified biologist shall conduct applicable monitoring and reporting as required based on the results of the bird nesting surveys.	City of Santa Maria Community Development			
BIO-7 Burrowing Owl Avoidance							
The following measures shall be implemented in order to avoid and minimize impacts to burrowing owl. 1. Ground-disturbance activities associated with construction of the project shall begin outside of the burrowing owl nesting season (nesting season is typically February 1 through September 15) to the extent feasible. If construction is to occur during this time, take avoidance surveys shall occur as described under Section 2. below. 2. Not more than 30 days prior to initiation of ground-disturbing activities, and again within 24-hours of the initiation of ground-disturbing activities associated with construction during nesting season, a County-approved biologist shall conduct a take avoidance survey of the project site and surrounding areas to a distance of 150 meters, in accordance with the methods outlined in the Mitigation Methods –Pre-construction and Appendix D Surveys for Take Avoidance of the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012). The pre-construction survey will cover all areas within 150 meters of the portion of the site where construction is scheduled to start. Areas within 150 meters that are not accessible due to property access restrictions shall be surveyed using binoculars. Surveys will be phased, based on the grading and construction schedule, such that they are conducted not more than 30 days before the start of ground disturbing activities in new areas.	**Requirements:** Ground-disturbing activities shall occur outside of the burrowing owl nesting season (typically February 1 through September 15). If construction is to occur during this time, take avoidance surveys shall occur as described under Section 2. Not more than 30 days prior to the start of ground-disturbing activities, and again within 24 hours of the initiation of ground-disturbing activities, a County-approved biologist shall conduct a take avoidance survey of the project site and surrounding areas to a distance of 150 meters. Areas within 150 meters that are not accessible due to property access restrictions shall be surveyed using binoculars. If grading and/or construction activities in portions of the site cease for a period of 14 days, those portions of the site will be resurveyed for burrowing owls prior to the resumption of grading and/or construction activities. If occupied burrows are identified on the site or within 150 meters of the Project disturbance area, one of the following actions shall be taken: 1) permanent avoidance of the burrow or 2) establishment of a temporary avoidance buffer	30-days prior to the start of ground-disturbing activities and again within 24 hours of the initiation of ground-disturbing activities	The Applicant shall ensure all construction personnel understand the measures that shall be adhered to throughout construction.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
If grading and/or construction activities in portions of the site cease for a period of 14 days, those portions of the site will be resurveyed for burrowing owls prior to the resumption of grading and/or construction activities. If no occupied (breeding or wintering) burrowing owl burrows are identified, no further mitigation would be required. If occupied burrows are identified on the site or within 150 meters of the Project disturbance area, one of the following actions shall be taken: 1) permanent avoidance of the burrow or 2) establishment of a temporary avoidance buffer followed by passive relocation and compensatory mitigation for loss of habitat in conjunction with the measures below: 3. Site-specific, no-disturbance buffer zones shall be established and maintained between Project activities and occupied burrows, using the distances recommended in the CDFW guidelines (CDFG 2012) or as otherwise determined appropriate by the County-approved biologist in consultation with CDFW. 4. During the non-breeding season, if an occupied burrow cannot be avoided, and the burrow is not actively in use as a nest, the burrowing owls can be excluded from burrows in accordance with an approved Burrowing Owl Exclusion Plan, which shall be prepared and submitted for approval by CDFW prior to passive relocation of any burrowing owls. The Burrowing Owl Exclusion Plan shall be based on the recommendations made in the CDFG Staff Report on Burrowing Owl Mitigation (CDFG 2012) and shall include the following information for each proposed passive relocation: 5. Confirmation by site surveillance that the burrow(s) is empty of burrowing owls and other species; 6. Identification of type of scope to be used and appropriate timing of scoping; 7. Occupancy factors to look for and what shall guide determination of vacancy and excavation timing; 8. Methods for burrow excavation; 9. Removal of other potential owl burrow surrogates or refugia on site; 10. Methods for photographic documentation of the excavation and closure of the burrow; 11. Monitoring of the site to evaluate success and, if needed, to implement remedial measures to prevent subsequent owl use to avoid take; 12. Methods for assuring the impacted site shall continually be made inhospitable to burrowing owls and fossorial mammals; and 13. Method(s) for compensatory mitigation for burrow loss.	followed by passive relocation and compensatory mitigation for loss of habitat, in conjunction with the following measures: • Establishing and maintaining site-specific, no-disturbance buffer zones • During the non-breeding season, if an occupied burrow cannot be avoided, and the burrow is not actively in use as a nest, the burrowing owls can be excluded from burrows in accordance with an Burrowing Owl Exclusion Plan, which shall be prepared and submitted for approval by CDFW prior to passive relocation of burrowing owls • Confirmation by site surveillance that the burrow(s) is empty of burrowing owls and other species; • Identification of type of scope to be used and appropriate timing of scoping; • Occupancy factors to look for and what shall guide determination of vacancy and excavation timing; • Methods for burrow excavation; • Removal of other potential owl burrow surrogates or refugia on site; • Methods for photographic documentation of the excavation and closure of the burrow; • Monitoring of the site to evaluate success and, if needed, to implement remedial measures to prevent subsequent owl use to avoid take; • Methods for assuring the impacted site shall continually be made inhospitable to burrowing owls and fossorial mammals; and • Method(s) for compensatory mitigation for burrow loss. **Documentation:** A County-approved biologist shall prepare an approved Burrowing Owl Exclusion Plan, if applicable.						
Cultural Resources							
CR-1 Extended Phase I Assessment							
Prior to issuance of a grading permit and/or excavation activities an Extended Phase I (XPI) archaeological testing program shall be performed to determine the presence or absence of archaeological deposits at the project site. The XPI may include mechanical backhoe trenching; use of a backhoe will allow for an efficient examination of the soil profile and an assessment of the potential for buried archaeological deposits to be present. This study shall be conducted under the direction of a qualified archaeologist. XPI testing shall be observed by a Native American monitor. An XPI conducted prior to project construction could reduce potential delays caused by unanticipated finds during construction by informing the applicant of the types of resources that may exist on the property. Should a subsurface archaeological resource be found during the XPI, impacts to the resource shall be avoided and	**Requirements:** An Extended Phase I (XPI) archaeological testing program shall be performed under the direction of a qualified archaeologist and observed by a Native American monitor. Should a subsurface archaeological resource be found during the XPI, impacts to the resource shall be avoided and preserved in place through project redesign. If project redesign is not feasible and impacts to the resource cannot be avoided, a Phase II significance evaluation shall be performed to determine if the resource is eligible for the CRHR and/or the NRHP. A qualified archaeologist shall prepare a Phase II work plan for review and approval.	Prior to issuance of a grading permit and/or excavation activities an Extended Phase I (XPI) archaeological testing program shall be performed to determine the presence or absence of archaeological deposits at the project site.	Completion of this mitigation measure shall be monitored and enforced by the City of Santa Maria in consultation with the Native American monitor.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
preserved in place through project redesign. Avoidance and preservation in place may include capping the resources with fill soil. If project redesign is not feasible and impacts to the resource cannot be avoided, a Phase II significance evaluation shall be performed to determine if the resource is eligible for the CRHR and/or the NRHP. A qualified archaeologist shall prepare a Phase II work plan for review and approval. The Phase II work plan shall address the archaeological excavation, analysis of recovered materials, and report preparation necessary to evaluate the significance of the resource. If the Phase II significance evaluation determines the resource is eligible for the CRHR and/or the NRHP and is considered a significant resource, and impacts to the resource cannot be avoided, then a Phase III data recovery excavation shall be conducted to mitigate impacts to the resource. A qualified archaeologist shall prepare a Phase III work plan/research design for review and approval. The Phase III work plan/research design shall address the archaeological excavation, analysis of recovered materials to answer specific research questions, and technical report preparation necessary to recover, analyze, and interpret the archaeological data associated with the portion(s) of the resources impacted by the project.	If the Phase II significance evaluation determines the resource is eligible for the CRHR and/or the NRHP and is considered a significant resource, and impacts to the resource cannot be avoided, then a Phase III data recovery excavation shall be conducted to mitigate impacts to the resource. A qualified archaeologist shall prepare a Phase III work plan/research design for review and approval. **Documentation:** An XPI testing program work plan that will be implemented by a qualified archaeologist. A Phase II or III work plan may be required.						
Geology and Soils							
GEO-1 Unanticipated Discovery of Paleontological Resources							
Paleontological Worker Environmental Awareness Program. Prior to the start of construction, a Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP; 2010), or their designee shall conduct a paleontological WEAP training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel. The WEAP shall discuss the potential to discover paleontological resources in the project site, legal obligations to protect paleontological resources, examples of paleontological resources that may be found in the project site, procedures in case a paleontological resource is discovered, and contact information for the Qualified Professional Paleontologist. **Unanticipated Discovery of Paleontological Resources.** If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards, which may include, but would not be limited to: paleontological monitoring; fossil salvage, preparation, and curation; and reporting to summarize the paleontological mitigation efforts.	**Requirements:** The Applicant shall coordinate a Qualified Professional Paleontologist to conduct a paleontological WEAP training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel. If new personnel are added to the Project, the crew foreman shall ensure the new personnel receive the training before starting work. In addition, the crew foreman shall ensure all receive the WEAP training before starting work If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards. **Documentation:** All employees shall sign a form provided by the trainer indicating they have attended the WEAP training and understand the information presented to them.	Prior to the start of construction, a Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP; 2010), or their designee shall conduct a paleontological WEAP training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel. If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist.	The crew foreman shall ensure that all construction personnel and new personnel that may be added to the Project receive the WEAP training and understand the material presented in the training.	City of Santa Maria Community Development			
Hazards and Hazardous Materials							
HAZ-1 Soil Management Plan							
Prior to commencement of construction and grading activities at the project site, the project applicant shall retain a qualified environmental consultant (Professional Geologist or Professional Engineer) to prepare a Soil Management Plan (SMP) for the project site. The SMP shall address: 1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil with solvent or chemical odors) if such soils or impacted wastes are encountered, and 2. Specific actions to reduce hazards to construction workers and off-site receptors during the construction	**Requirements:** The Applicant shall retain a qualified environmental consultant (i.e., Professional Geologist or Professional Engineer) to prepare a SMP for the project. The SMP shall address: 1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil with solvent or chemical odors) if such soils or impacted wastes are encountered, and 2. Specific actions to reduce hazards to construction workers and off-site receptors during the construction	Prior to the commencement of construction and grading activities at the project site, and prior to the issuance of grading permits, the Applicant shall obtain the SMP prepared by the qualified environmental consultant (i.e., Professional Geologist or Professional Engineer), and reviewed by the City.	The Applicant or their designee shall implement the SMP during demolition, grading, and construction at the Project.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
The plan must establish engineering controls and soil management practices to protect construction worker safety, protect the health of future workers and visitors, and prevent the off-site migration of contaminants from the project. These measures and practices shall include, but are not limited to: • Stockpile management, including stormwater pollution prevention and the installation of best management practices. • Proper disposal procedures of contaminated materials. • Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities. • Monitoring and reporting. • An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. • An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. The City shall review the SMP and have the authority to propose and include modifications prior to finalization of the SMP. The City shall review the final SMP prior to issuance of grading permits. The project applicant shall implement the SMP during demolition, grading, and construction at the project site.	The SMP must establish engineering controls and soil management practices to ensure construction worker safety, ensure the health of future workers and visitors, and prevent the off-site migration of contaminants from the project. These measures and practices shall include, but are not limited to: • Stockpile management, including stormwater pollution prevention and the installation of best management practices. • Proper disposal procedures of contaminated materials. • Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities. • Monitoring and reporting. • An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. • An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. **Documentation:** The qualified environmental consultant (i.e., Professional Geologist or Professional Engineer) will prepare a SMP for review by the City prior to commencement of construction and grading activities at the project site and prior to issuing grading permits. The project applicant shall implement the SMP during demolition, grading, and construction at the project site.						
Transportation							
TR-1 Travel Demand Management							
The project applicant shall implement at least one of the measures described below: • Voluntary Employer Commute Program: The project applicant shall encourage alternative modes of transportation through a program that may include elements such as: a carpool or vanpool program, subsidized or discounted transit passes, bike amenities, commute trip-reduction marketing, and preferential parking permit program. • Employer Carpool Program: The project applicant shall encourage carpooling by providing ride matching assistance to employees, providing priority parking for carshare vehicles, and providing incentives for carpooling. The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.	**Requirements:** The project applicant shall implement at least one of the following measures: • Voluntary Employer Commute Program • Employer Carpool Program **Documentation:** Annual report documenting compliance shall be provided to the City within 1 year of certificate of occupancy and shall be provided annually thereafter.	Within 1 year of certificate of occupancy and annually thereafter	Completion of this mitigation measure shall be monitored and enforced by the City of Santa Maria.	City of Santa Maria Community Development			

Mitigation Measure/Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
TR-2 Project-Level Transportation Demand Management (TDM) Strategies							
• Carpool/Vanpool Incentives: Provide priority parking, subsidies, or guaranteed ride home programs. • Transit Subsidies: Offer free or discounted transit passes to employees. • Pedestrian Infrastructure: Complete sidewalk gap on Stowell Road to the east of the site or contribute to fair share cost for construction at appropriate time. • Bike Infrastructure: Install secure bike parking, showers, and lockers to encourage cycling. • Flexible Work Hours: Reduce peak-hour congestion and VMT by staggering shifts. • On-Site Amenities: Cafeterias, childcare, and banking reduce off-site trips. • Ride-Sharing Programs: Partner with services like Uber/Lyft for shared rides. • Telematics and Routing Optimization: Use software to reduce delivery trip lengths and improve efficiency. The applicant shall provide to the City documentation that at least four of the above measures are implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.	**Requirements:** The project applicant shall implement at least four of the following measures: • Carpool/Vanpool Incentives • Transit Subsidies • Pedestrian Infrastructure • Bike Infrastructure • Flexible Work Hours • On-Site Amenities • Ride-Sharing Programs • Telematics and Routing Optimization **Documentation:** Annual report documenting compliance shall be provided to the City within 1 year of certificate of occupancy and shall be provided annually thereafter.	Within 1 year of certificate of occupancy and annually thereafter	Completion of this mitigation measure shall be monitored and enforced by the City of Santa Maria.	City of Santa Maria Community Development			
TR-3 Fleet and Operational Measures							
• Zero-Emission Delivery Vehicles: Transition to electric or hydrogen-powered trucks. • Idle Reduction Policies: Enforce limits on truck idling. • Off-Peak Delivery Scheduling: Reduce congestion and trip times. • Local Sourcing and Distribution Hubs: Minimize long-haul trips by decentralizing distribution. The applicant shall provide to the City documentation that at least one of the above measures is implemented within 1 year of certificate of occupancy. Documentation shall be provided annually.	**Requirements:** The project applicant shall implement at least four of the following measures: • Zero-Emission Delivery Vehicles • Idle Reduction Policies • Off-Peak Delivery Scheduling • Local Sourcing and Distribution Hubs **Documentation:** Annual report documenting compliance shall be provided to the City within 1 year of certificate of occupancy and shall be provided annually thereafter.	Within 1 year of certificate of occupancy and annually thereafter	Completion of this mitigation measure shall be monitored and enforced by the City of Santa Maria.	City of Santa Maria Community Development			

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PROJECT TEAM

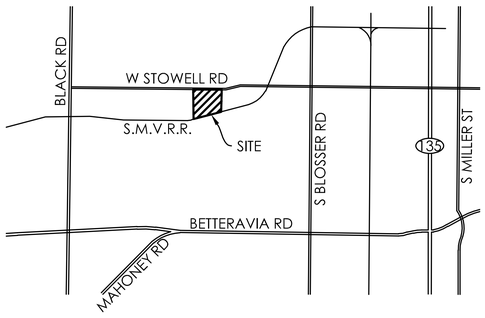
OWNER:
SEEFRIED DEVELOPMENT MANAGEMENT, INC.
3333 RIVERWOOD PARKWAY, SUITE 200
ATLANTA, GA 30339
(310) 536-7900
CONTACT: BEN OCHOA
bochoa@seefriedproperties.com

ARCHITECT:
AO ARCHITECTS
141 N. ORANGE STREET
ORANGE, CA 92866
(714) 639-9860
CONTACT: ALAN SANDOVAL

LANDSCAPE ARCHITECT:
RRM DESIGN GROUP
10 EAST FIGUEROA ST, SUITE 200
SANTA BARBARA, CA 93101
(805) 543-1794
CONTACT: CHRIS DUFOUR

CIVIL:
RRM DESIGN GROUP
10 EAST FIGUEROA ST, SUITE 200
SANTA BARBARA, CA 93101
CONTACT: ROBERT CAMACHO

STRUCTURAL:
HSA & ASSOCIATES, INC
301 N. LAKE AVE, SUITE 500
PASADENA, CA 91101
CONTACT: RAFIK GERGES



VICINITY MAP

SHEET INDEX

GENERAL
G1 COVER SHEET

ARCHITECTURAL
A1 SITE PLAN, NOTES, AND PROJECT TABULATIONS
A1a SITE DETAILS
A2 DELIVERY STATION FLOOR PLAN
A3 DELIVERY STATION ELEVATIONS
A4 AVI TUNNEL FLOOR PLAN
A5 AVI TUNNEL ELEVATIONS
A6 FLEET SERVICE CENTER FLOOR PLAN
A7 FLEET SERVICE CENTER ELEVATIONS
A8 EXTERNAL AMENITIES FLOOR PLAN
A9 EXTERNAL AMENITIES ELEVATIONS

CIVIL
C1 SITE IMPROVEMENTS
C2 FRONTAGE IMPROVEMENTS
C3 GRADING AND DRAINAGE
C4 STORMWATER CONTROL PLAN

LANDSCAPE
L1 LANDSCAPE PLAN
L2 LANDSCAPE MATERIALS

ELECTRICAL
E1 ELECTRICAL SITE LIGHTING PLAN
E2 PHOTOMETRICS PLAN

LEGAL DESCRIPTION

PER FIDELITY NATIONAL TITLE COMPANY PRELIMINARY REPORT ORDER NUMBER 991-30111921-KD9 DATED MAY 1, 2024, AMENDED MAY 8, 2024, AMENDMENT NO. A

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SANTA MARIA IN THE COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCELS 3 AND 4 OR PARCEL MAP 13058, IN THE CITY OF SANTA MARIA, COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 AT PAGE 60 AND 61 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SITE INFO

ASSESSOR'S PARCEL NUMBER:
117-820-012
117-820-013

SITE ANALYSIS

TOTAL LAND AREA	1,449,993 SF (GROSS)	1,395,195 SF (NET)
	33.3 ACRES (GROSS)	32.00 ACRES (NET)

STRUCTURES

MAIN WAREHOUSE AND OFFICE	169,104	SF
LOADING CARPORTS	67,870	SF
REMOTE RESTROOMS	906	SF
AVI STRUCTURES	1,545	SF
FSC	4,993	SF

LOT COVERAGE

GROUND LEVEL BUILDING AREA	244,418	SF
PROPOSED LOT COVERAGE	16.8%	

OCCUPANCY

PRIMARY	S-1
ACCESSORY	B, A-2, A-3

TYPE OF CONSTRUCTION
III-B

EXISTING ZONING
PLANNED DEVELOPMENT / COMMERCIAL MANUFACTURING AG

FRONT SETBACK (INDUSTRIAL COMMERCIAL COLLECTOR ROAD)	BUILDING:	20 FT
	YARD BUFFER:	10 FT

SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER
Santa Maria, CA

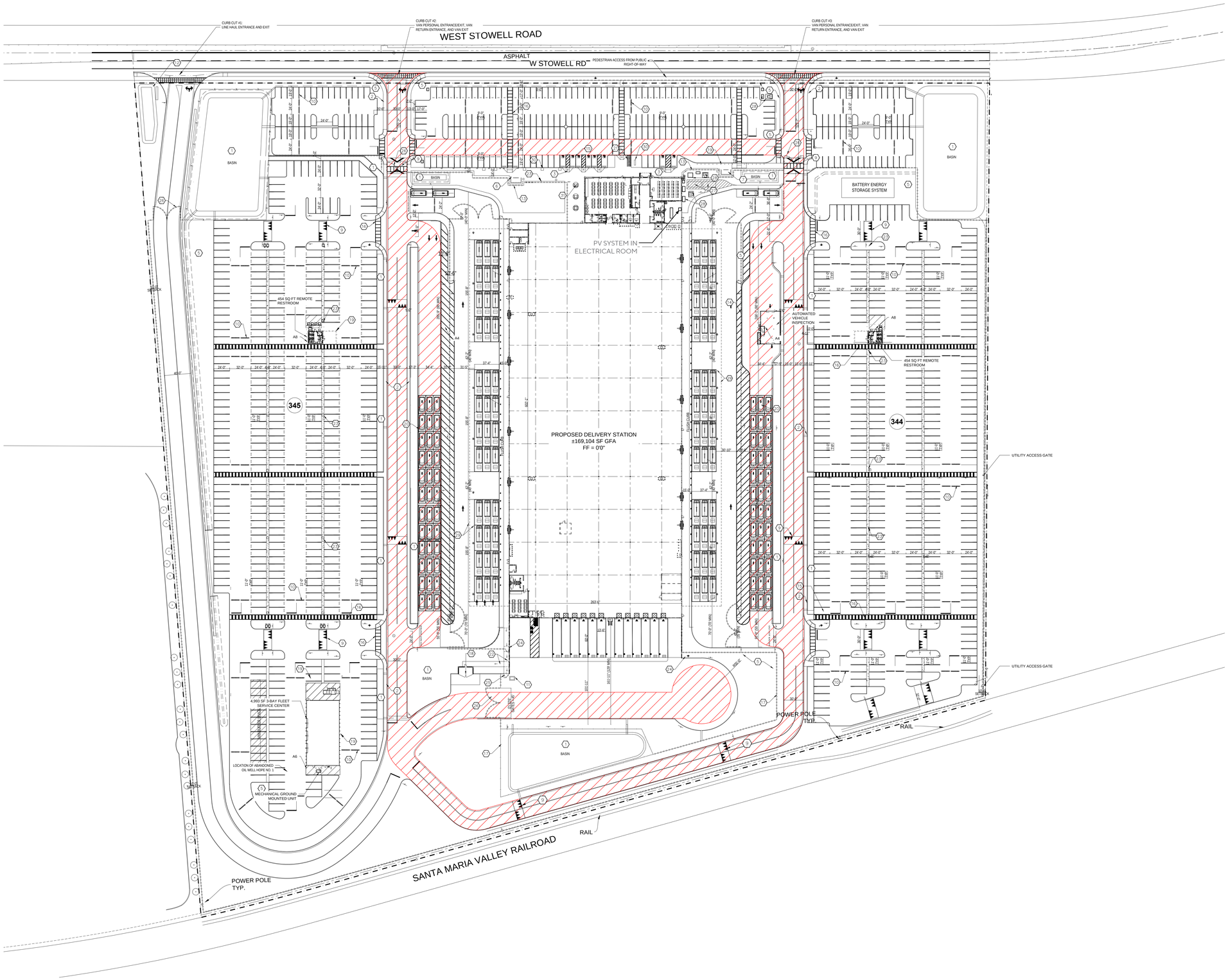
COVER SHEET

ATTACHMENT G

Architecture. Design. Relationships.

G1

Scale N.T.S.
Job No. 2024-0141
Date 2025-04-07



KEYNOTES

1. STORMWATER MANAGEMENT AS REQUIRED BY CODE
2. CONCRETE SIDEWALK
3. ACCESSIBLE CURB RAMP
4. RIDE SHARE DROP-OFF
5. LANDSCAPE
6. PREFABRICATED SMOKING SHELTER
7. RIDE-SHARE SHELTER
8. WHEEL STOP
9. SPEED HUMP / PEDESTRIAN TABLE
10. SPEED BUMP
11. 4'x6' TRUCK YARD SPILL KIT SHED (BY TENANT) ON 6'X8' CONCRETE PAD
12. SIGNAGE PER SIGNAGE AND STRIPING PLAN
13. PEDESTRIAN BARRIER FENCE PER SITE DETAILS
14. STRIPED TRAFFIC SEPARATION WITH JERSEY BARRIERS (OR EQUAL)
15. ACCESSIBLE PARKING STALL
16. STRIPED PEDESTRIAN ACCESS
17. YARD PERIMETER SECURITY FENCE
18. TRASH ENCLOSURE
19. BOLLARDS PER SITE PLAN ENLARGEMENTS AND SITE DETAILS
20. EMPLOYEE MUSTER AREA SIGNAGE PER SIGNAGE AND STRIPING PLAN
21. BIKE RACKS
22. 8' WIDE CONCRETE SIDEWALK (5% MAX SLOPE) WITH GUARDRAILS AND LANDINGS AS REQUIRED
23. TRASH CAN ON CONCRETE PAD
24. RETAINING WALL WITH GUARD RAIL, AS REQUIRED, PER STRUCTURAL PLANS
25. 5' WIDE MAIN GATE WITH LOCKING HARDWARE
26. PAIR OF 8'-0"H GALVANIZED MANUAL SWING GATES WITH DROP ROD AND LOCKING HARDWARE. IS REQUIRED, PROVIDE GATE WITH RUBBER ROLLERS OR TIRED. IN-GROUND TRACK SYSTEMS ARE NOT ALLOWED
27. EMERGENCY MOBILE GENERATOR PARKING
28. ELECTRICAL EQUIPMENT WITH BOLLARD PROTECTION PER ELECTRICAL PLANS
29. BUILDING CANOPY AND COLUMNS PER ARCHITECTURAL PLAN
30. BENCH
31. OUTDOOR BREAK AREA
32. LOADING ZONE SECURITY FENCE
33. 42" HIGH CABLE RAILING FENCE
34. 8' HIGH BLACK TUBULAR FENCE

LEGEND:

- 42" HIGH CABLE RAILING FENCE
- 8' HIGH BLACK TUBULAR FENCE
- PROPERTY LINE
- 30'-0" (TYPICAL) WIDE FIRE LANE (HATCHED), 24'-0" AT NORTH ELEVATION, EXTENT OF FIRE LANE CONTINUOUS CURB PAINTED RED & MARKED WITH "FIRE LANE NO PARKING" PER THE FIRE DEPARTMENT HAVING JURISDICTION

REQUIRED PARKING

WAREHOUSE	157,507 SF	1 PER 1,040 SF	151	STALLS
OFFICE	11,597 SF	1 PER 260 SF	45	STALLS
TOTALS	169,104 SF		196	STALLS REQUIRED

PROPOSED PARKING

STANDARD STALLS (9' x 19')	210	STALLS
EV CAPABLE STALLS*	54	STALLS
HANDICAP STALLS	8	STALLS
TOTAL PARKING PROVIDED	272	STALLS

*ELECTRONIC VEHICLE CHARGING STATIONS (EVCS) 25% OF OVERALL EV CAPABLE STALLS 14 STALLS

DELIVERY VAN PARKING

VAN STALLS (11' x 27')	504 STALLS
EVCS VAN STALLS (11' X 27')	202 STALLS
TOTAL DELIVERY VAN PARKING	706 STALLS

SEMI TRUCK PARKING

DOCK POSITIONS (53')	12	STALLS

HEIGHT LIMIT

MAXIMUM: 40'-0" PER SANTA MARIA ZONING
PROPOSED: *MAXIMUM HEIGHT OF ±45'-0"

*REQUEST FOR A MODIFICATION TO THE MAX BUILDING HEIGHT.

SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER

Santa Maria, CA

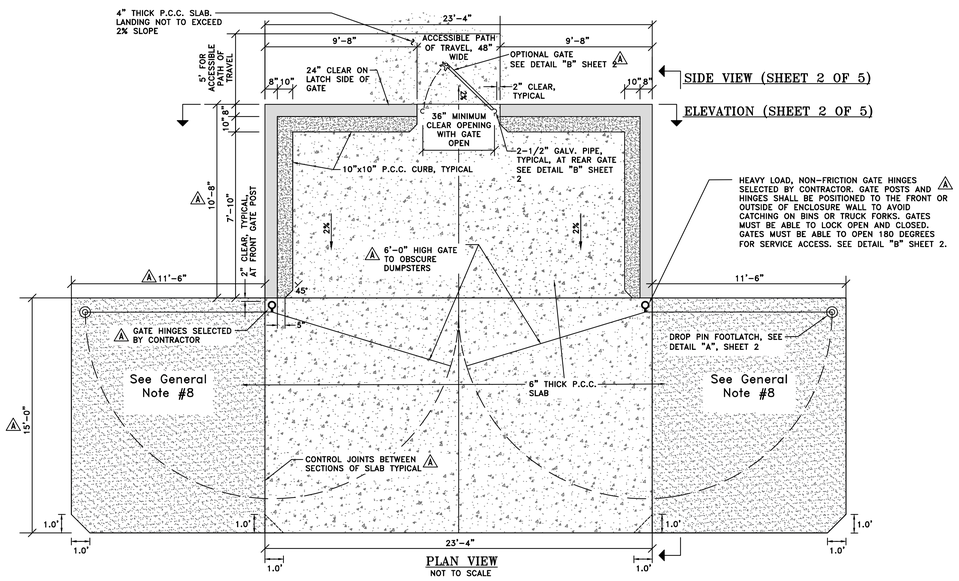
SITE PLAN

0 60' 120'

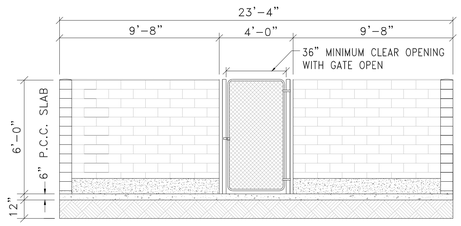
Architecture. Design. Relationships.

A1

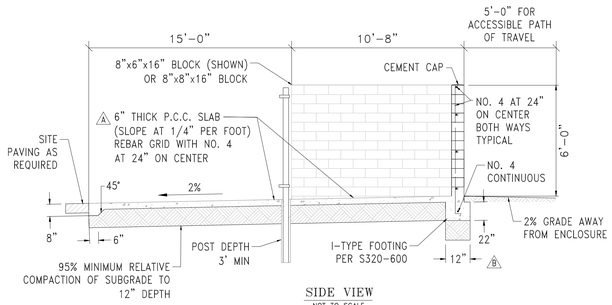
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Job No. 2024-0141
Date 2025-04-16



PLAN VIEW
NOT TO SCALE

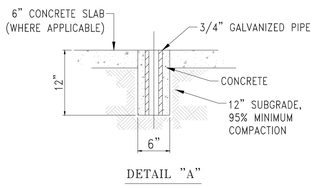


ELEVATION
NOT TO SCALE

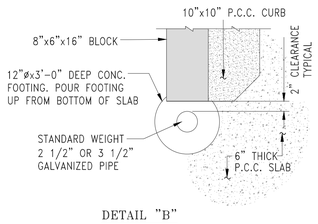


SIDE VIEW
NOT TO SCALE

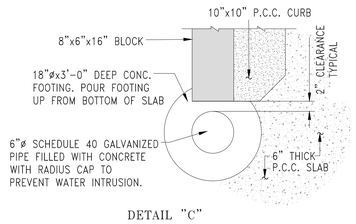
A NOTE: OPENING IS REQUIRED, BUT GATE IS OPTIONAL. OPENING SHALL BE CENTERED AT BACK OF ENCLOSURE.



DETAIL "A"



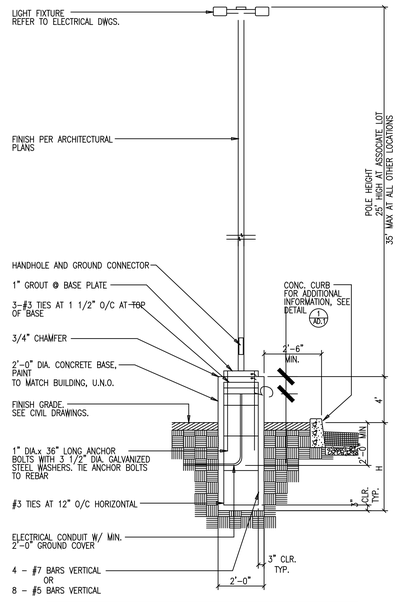
DETAIL "B"



DETAIL "C"

TRASH ENCLOSURE (PER CITY STANDARD MS-16B)

NOT TO SCALE

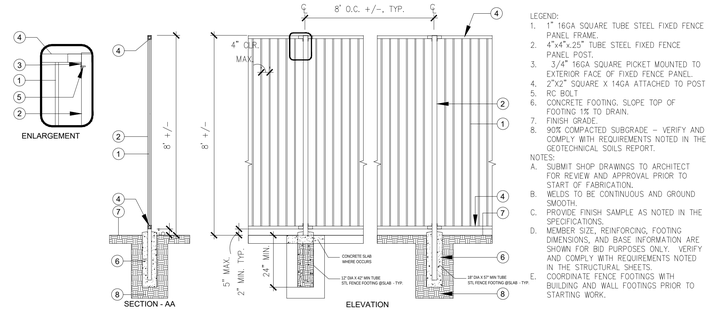


HEIGHT OF POLE ABOVE BASE	"H" WHERE CONCRETE PAVING OCCURS AT BASE	"H" WHERE A.C. PAVING OR PLANTING OCCURS AT BASE
25' – 27.5'	5'-0"	6'-0"
20' – 24'	4'-6"	5'-6"
16' – 19'	4'-0"	5'-6"
14' – 15'	4'-0"	5'-0"
10' – 13'	4'-0"	5'-0"

NOTES:
1. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
2. SEE SITE PLAN FOR LIGHT POLE LOCATIONS.
3. PROVIDE PYRAMID BASE @ PARKING LOT POLES AS ALTERNATE.
4. UNDER SEPARATE PERMIT.

LIGHT POLE AND BASE (SEE POLE LOCATIONS ON SHEET E1)

SCALE: 3/8" = 1'-0"



LEGEND:
1. 1" 16GA SQUARE TUBE STEEL FIXED FENCE PANEL FRAME.
2. 4"x4"x.25" TUBE STEEL FIXED FENCE PANEL POST.
3. 3/4" 16GA SQUARE PICKET MOUNTED TO EXTERIOR FACE OF FIXED FENCE PANEL.
4. 2"x2" SQUARE X 14GA ATTACHED TO POST
5. RC BOLT
6. CONCRETE FOOTING. SLOPE TOP OF FOOTING 1% TO DRAIN.
7. FINISH GRADE.
8. 90% COMPACTED SUBGRADE – VERIFY AND COMPLY WITH REQUIREMENTS NOTED IN THE GEOTECHNICAL SOILS REPORT.

NOTES:
A. SUBMIT SHOP DRAWINGS TO ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO START OF FABRICATION.
B. WELDS TO BE CONTINUOUS AND GROUND SMOOTH.
C. PROVIDE FINISH SAMPLE AS NOTED IN THE SPECIFICATIONS.
D. MEMBER SIZE, REINFORCING, FOOTING DIMENSIONS, AND BASE INFORMATION ARE SHOWN FOR BID PURPOSES ONLY. VERIFY AND COMPLY WITH REQUIREMENTS NOTED IN THE STRUCTURAL SHEETS.
E. COORDINATE FENCE FOOTINGS WITH BUILDING AND WALL FOOTINGS PRIOR TO STARTING WORK.

TUBULAR STEEL FENCE

SCALE: 1/4" = 1'-0"

GENERAL NOTES

1. MASONRY BLOCK SIZE AND TYPE, (E.G. PRECISION, SPLITFACE, SLUMP, ETC.) PROPOSED FOR CONSTRUCTION SHALL BE APPROVED BY COMMUNITY DEVELOPMENT DEPARTMENT PRIOR TO ISSUANCE OF BUILDING PERMIT.
2. LOCATION OF ENCLOSURE(S) ON SITE SHALL BE APPROVED BY DIRECTOR OF UTILITIES PRIOR TO ISSUANCE OF BUILDING PERMIT.
3. GROUT ALL CELLS SOLID.
4. PROVIDE CLEAN-OUT OPENINGS AT THE BOTTOM OF ALL CELLS. OPENINGS ALLOWED ON INTERIOR FACES OF TRASH ENCLOSURES ONLY.
5. TOP LIFT OF GROUT SHALL BE PLACED APPROXIMATELY ONE INCH (1") BELOW TOP OF THE WALL TO PROVIDE FOR CEMENT MORTAR CAP.
6. ANY PROPOSED DEVIATIONS FROM THESE STANDARDS WILL BE CONSIDERED AT TIME OF BUILDING PLAN CHECK. COMMENTS WILL BE NOTED ON THE PLANS AND LISTED ON COMMENTS SHEET.
7. TWO GATES ARE REQUIRED, THEY ARE TO OPEN FROM THE MIDDLE AND BE ABLE TO LOCK IN EXTENDED POSITION.
8. IF DIRECT FORK-IN ACCESS IS NOT AVAILABLE, ADDITIONAL CONCRETE PAD(S) REQUIRED.
9. REBAR FOR CONCRETE SLAB SHALL BE INSTALLED AS A GRID WITH BARS ORIENTED AT 90 DEGREES. BARS SHALL BE WIRED TOGETHER AND SUSPENDED ON BLOCKS TO KEEP GRID AT A UNIFORM DEPTH AT MIDDLE OF SLAB. A

MATERIALS

1. CONCRETE BLOCK SHALL CONFORM TO GRADE N HOLLOW LOAD-BEARING LIGHT WEIGHT UNITS, ASTM C90
2. REINFORCING STEEL SHALL CONFIRM TO ASTM A615, GRADE 40.
3. WATER SHALL BE CLEAN AND FREE FROM DELETERIOUS AMOUNTS OF ACIDS, ALKALIS OR ORGANIC MATERIALS.
4. PORTLAND CEMENT SHALL CONFORM TO ASTM C-150,TYPE II, LOW ALKALI MILL TESTED.
5. HYDRATED LIME SHALL CONFIRM TO ASTM C201, TYPE S.
6. AGGREGATE FOR MASONRY MORTAR SHALL CONFORM TO ASTM C144.
7. AGGREGATE FOR GROUT SHALL CONFORM TO ASTM C404.
8. CONCRETE FOR FOOTINGS, CURBS, AND FLATWORK SHALL BE CLASS "A" 6 SACK PER CITY STANDARD SPECIFICATION FOR STRUCTURAL CONCRETE.

PROPORTIONS

1. MORTAR SHALL CONFORM TO TYPE S OF THE UNIFORM BUILDING CODE AND SHALL BE COMPOSED OF ONE PART PORTLAND CEMENT TO 3 1/2 PARTS SAND, NOT LESS THAN 1/4 NOR MORE THAN 1/2 PART HYDRATED LIME; ALL PARTS BY VOLUME OF PORTLAND CEMENT USED.
2. MINIMUM MORTAR STRENGTH SHALL BE 1,800 PSI AT 28 DAYS.
3. GROUT SHALL BE COMPOSED OF ONE PART PORTLAND CEMENT, THREE PARTS CONCRETE SAND, AND TWO PARTS 3/8" PEA GRAVEL. GROUT SHALL TEST TO 2,000 PSI AT 28 DAYS.

SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER

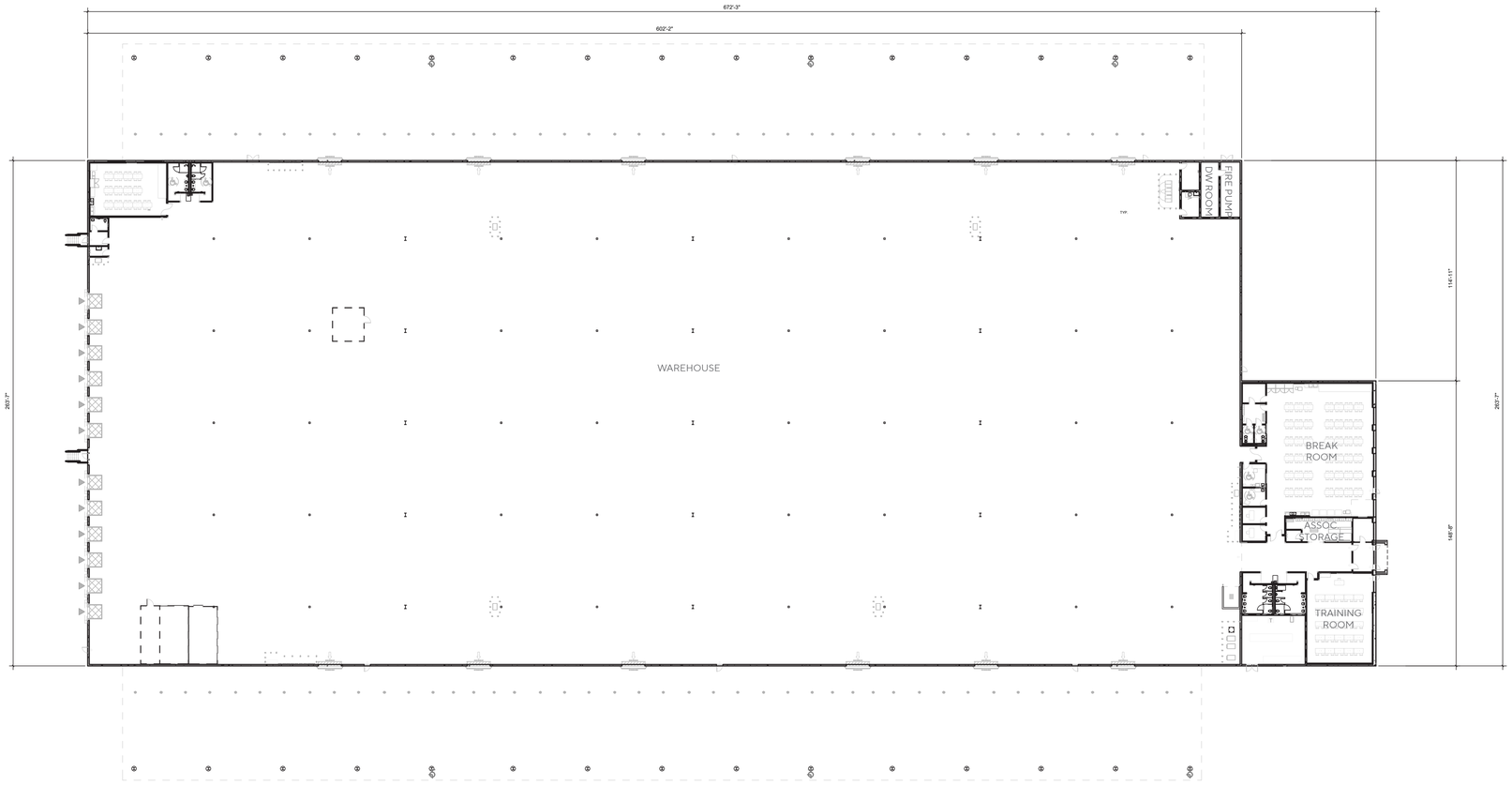
Santa Maria, CA

SITE DETAILS

Architecture. Design. Relationships.

A1a

Scale
Job No. 2024-0141
Date 2025-04-07



GENERAL NOTES

1. THIS BUILDING IS DESIGNED FOR HIGH—PILE STORAGE. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
2. ALL DIMENSIONS ARE TO FACE OF CONCRETE PANEL WALL, GRID-LINE, OR FACE OF FINISHED WALL (U.N.O.).
3. WAREHOUSE INTERIOR WALLS TO BE PAINTED WHITE; COLUMNS TO BE PRIMED.
4. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
5. STEEL GIRDERS, TRUSSES AND LEDGERS SHALL BE PRIMED LIGHT GRAY.
6. PROVIDE SIGN ON INSIDE OF EXTERIOR DOORS STATING, "EXIT CONTAINS A STAIR" AT ALL REQUIRED AND NON—REQUIRED EXITS THAT ARE NOT ACCESSIBLE BY A RAMP. EXIT ONLY DOORS WHICH ARE NOT ACCESSIBLE TO THE DISABLED SHALL NOT HAVE ENTRY HARDWARE.
7. PROVIDE A "NO SMOKING \WITHIN 25 FEET OF BUILDING" SIGN AT 8UILDING ENTRIES, OUTDOOR AIR INTAKES AN0 0PERABLE WINDOWS (EXCEPT EMERGENCY EXIT ONLY AND ELECTRICAL/UTILITY ROOMS).
8. ADEQUATE NUMBER OF PLUMBING FIXTURES SHALL BE PROVIDED TO COMPLY WITH THE CALIFORNIA PLUMBING CODE TABLE 422.1 PRIOR TO CERTIFICATE OF OCCUPANCY OF THE BUILDING OR THE RESPECTIVE TENANT SPACE.
9. BUILDING SIGNAGE UNDER SEPARATE PERMIT.
10. FIRE EXTINGUISHERS SHALL BE PROVIDED PER 2013 CFC.
11. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
12. REFER TO PLUMBING DRAWINGS FOR FLOOR DRAIN WHERE OCCURS.
13. EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF EGRESS TRAVEL. EXIT SIGNS SHALL BE LOCATED AS NECESSARY TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL
14. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED W/ SECONDARY PO\PER SOURCE.
15. ANY TIME A BUILDING OR A PORTION OF A BUILDING IS OCCUPIED, THE MEANS OF EGRESS SERVING THE OCCUPIED PORTION SHALL BE ILLUMINATED AT AN INTENSITY OF NOT LESS THAN 1—FOOT—CANDLE (11 LUX) AT THE WALKING SURFACE LEVEL.
16. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL BE PROVIDED BY THE PREMISES' ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, ILLUMINATION SHALL BE AUTOMATICALLY PROVIDED FROM AN EMERGENCY SYSTEM FOR THE FOLLOWING AREAS:

A. AISLES AND UNENCLOSED EGRESS STAIR\DAYS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS
B. EXTERIOR LANDINGS, AS REQUIRED BY SECTION 10081.6, FOR EXIT DISCHARGE DOORWAYS IN BUILDINGS REQUIRED TO HAVE TW0 0R MORE EXITS

27. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1—F00T—CANDLE (11 LUX) AND A MINIMUM AT ANY POINT OF 0.1—FOOT—CANDLE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. A MAXIMUM—TO—MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 SHALL NOT BE EXCEEDED.

SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER

Santa Maria, CA

FLOOR PLAN

Delivery Station

0 30' 60'

Architecture. Design. Relationships.

A2

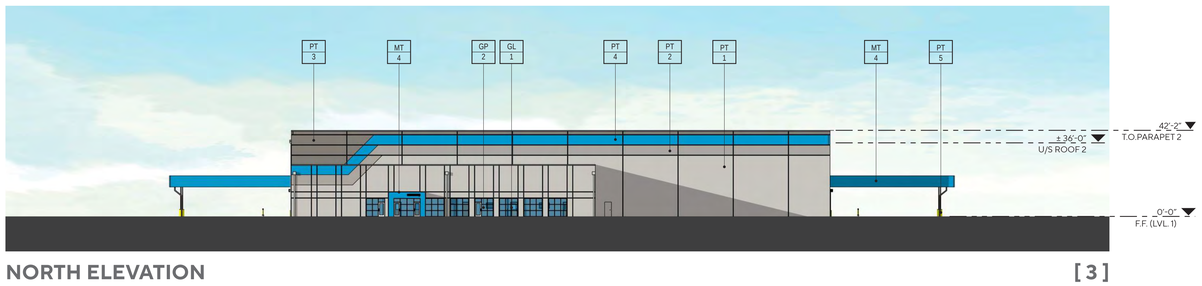
Scale	1" = 30'-0"
Job No.	2024-0141
Date	2025-04-07



WEST ELEVATION [1]



EAST ELEVATION [2]



NORTH ELEVATION [3]



SOUTH ELEVATION [4]



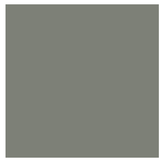
PT-1

APPLIED TO CONCRETE
TILT PANELS
COLOR TO MATH
RAL 9018
PAPYRUS WHITE



PT-2

APPLIED TO CONCRETE
TILT PANELS
COLOR TO MATCH
RAL 7038
AGATE GREY



PT-3

APPLIED TO CONCRETE
TILT PANELS
COLOR TO MATCH
RAL 7023
CONCRETE GREY



PT-4

APPLIED TO CONCRETE
TILT PANELS
PANTONE
2995 C
PRIME BLUE



MT-4

PAC-CLAD
PRECISION SERIES
PRE-FINISHED METAL
PANEL TO MATCH
PRIME BLUE PANTONE



PT-5

APPLIED TO
CONCRETE BASE
COLOR TO MATCH:
YELLOW/BLACK
DIAGONAL STRIPES
OSHA CAUTION

GL-1

GLASS
COLOR TO MATCH:
BLUE



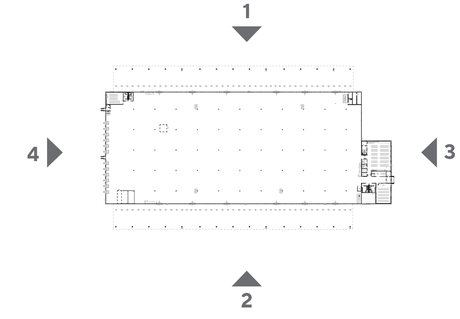
GP-2

ANODIZED ALUMINUM FRAMES
COLOR TO MATCH:
RAL 7016
ANTHRACITE GREY

GENERAL NOTES

1. MECHANICAL ROOF EQUIPMENT TO BE SCREENED FROM VIEW.
2. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS AND REVEAL LINES UNLESS NOTED OTHERWISE. REVEAL COLOR TO MATCH THE ADJACENT FIELD COLOR.
3. PROVIDE 8'–0" WIDE COLOR SAMPLE ON BUILDING, FULL HEIGHT FROM BASE TO PARAPET FOR APPROVAL BY ARCHITECT AND OWNER PRIOR TO PAINTING.
4. ALL PAINT, STAIN, SANDBLAST, ETC. FINISHES AND JOINTS/REVEALS SHOWN IN ELEVATION VIEW SHALL RETURN TO THE NEAREST INSIDE CORNER OR INTO WINDOW JAMBS.
5. ALL WALL PAINT FINISHES ARE TO BE FLAT, METAL PAINT TO BE SEMI–GLOSS UNLESS NOTED OTHERWISE.
6. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
7. T.O.P. = TOP OF PARAPET ELEVATION
8. F.F. = FINISH FLOOR ELEVATION
9. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS, AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.

KEY MAP



SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER

Santa Maria, CA

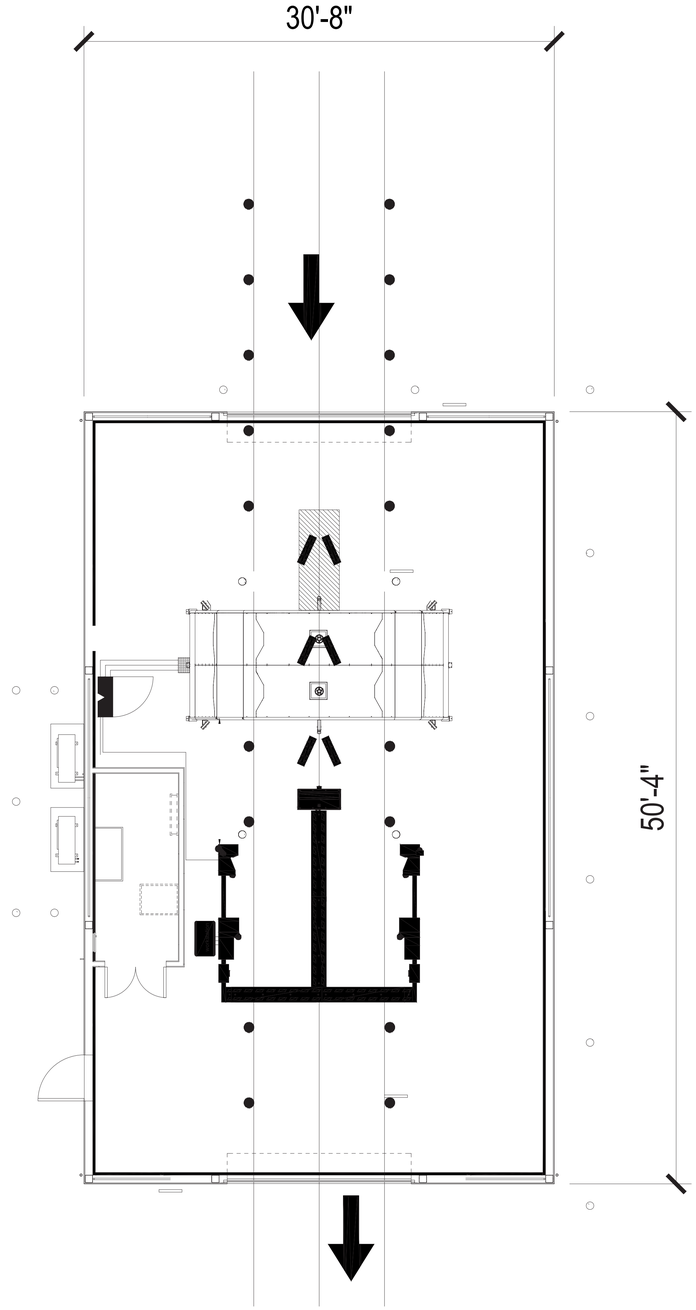
ELEVATIONS
Delivery Station

0 30' 60'

Architecture. Design. Relationships.

A3

Scale 1" = 30'-0"
Job No. 2024-0141
Date 2025-04-07



AVI TUNNEL - EAST

SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER

Santa Maria, CA

ENLARGED FLOOR PLAN

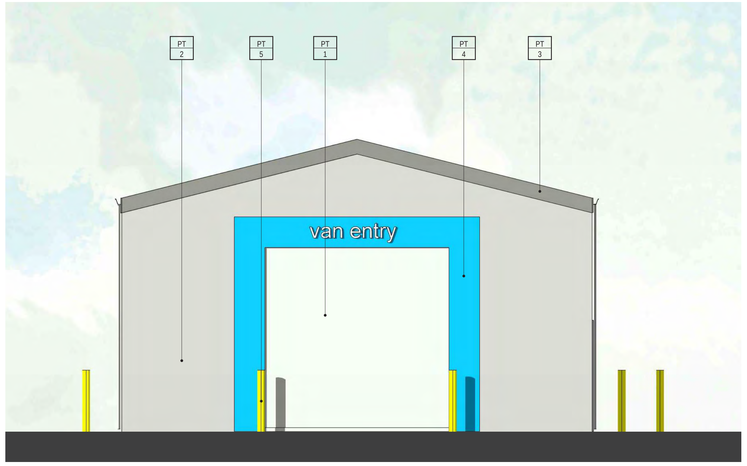
Automated Vehicle Inspection Tunnels

0 4' 8'

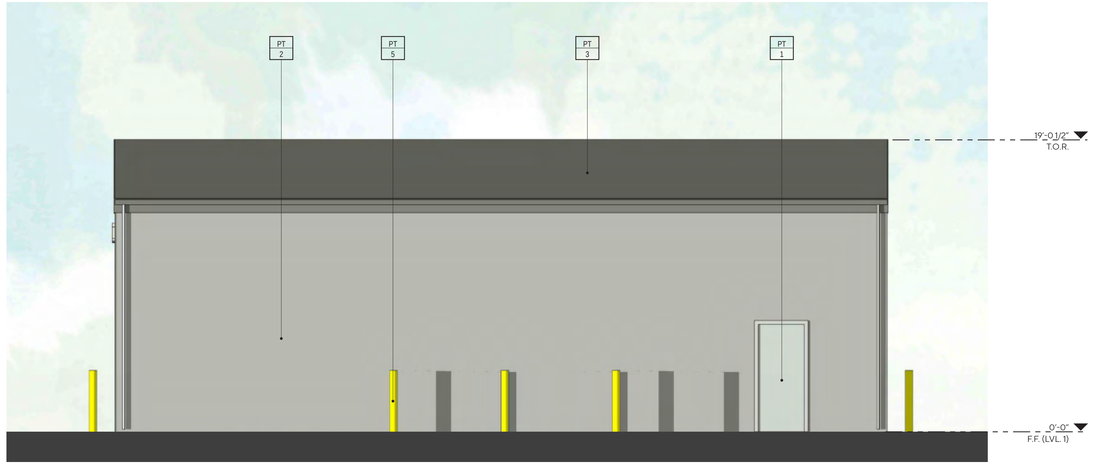
Architecture. Design. Relationships.

A4

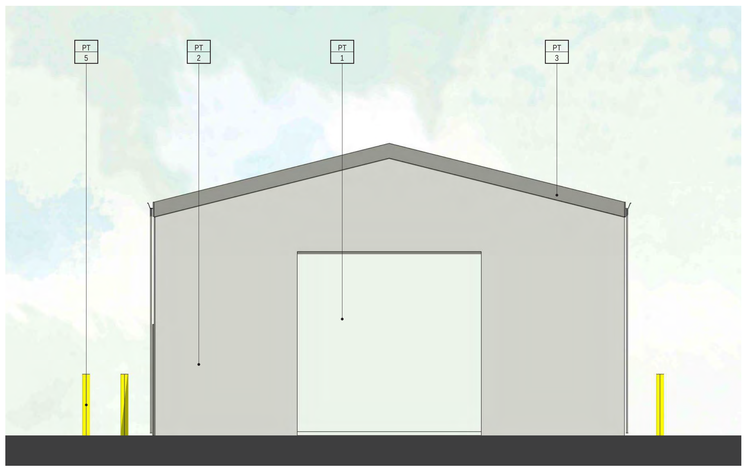
Scale	1/4" = 1'-0"
Job No.	2024-0141
Date	2025-04-07



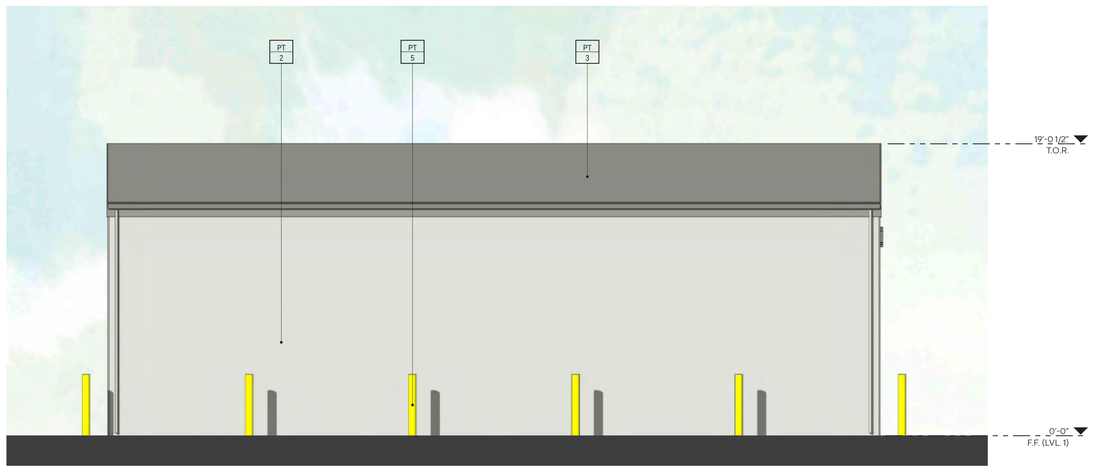
NORTH ELEVATION [1]



EAST / WEST ELEVATION [2]



SOUTH ELEVATION [3]



WEST / EAST ELEVATION [4]

GENERAL NOTES

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PT-1
APPLIED TO INSULAED METAL PANELS
COLOR TO MATH
RAL 9018
PAPYRUS WHITE

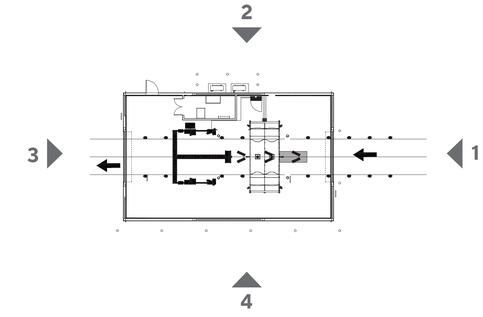
PT-2
APPLIED TO INSULAED METAL PANELS
COLOR TO MATCH
RAL 7038
AGATE GREY

PT-3
APPLIED TO INSULAED METAL PANELS
COLOR TO MATCH
RAL 7023
CONCRETE GREY

PT-4
APPLIED TO INSULAED METAL PANELS
PANTONE
2995 C
PRIME BLUE

PT-5
APPLIED TO CONCRETE BASE
COLOR TO MATCH:
SAFETY YELLOW

KEY MAP



SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER
Santa Maria, CA

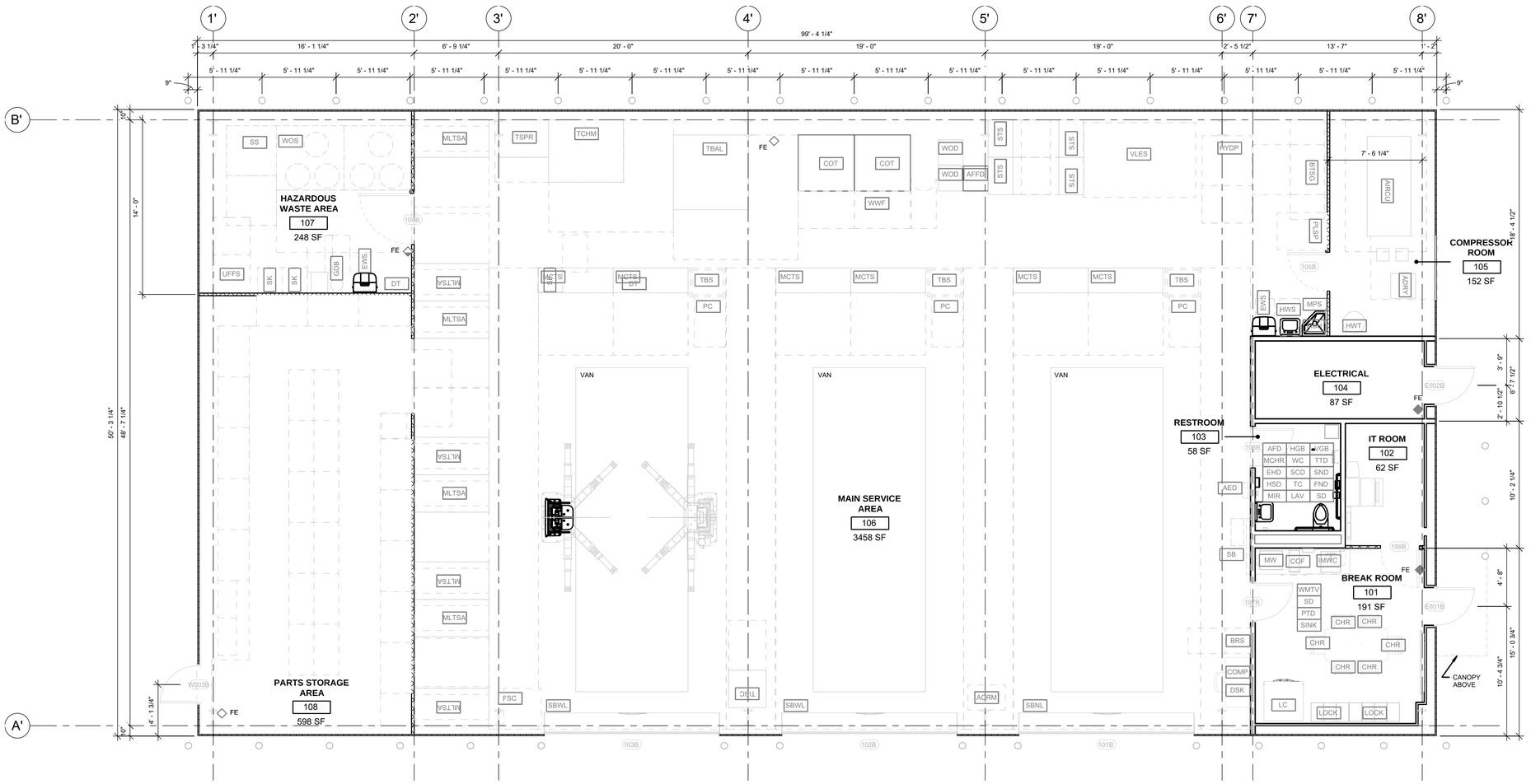
ELEVATIONS
Automated Vehicle Inspection Tunnels

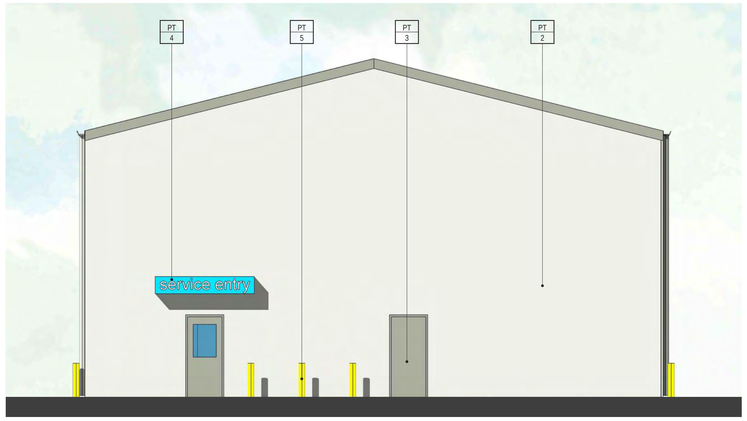
0 4' 8'

Architecture. Design. Relationships.

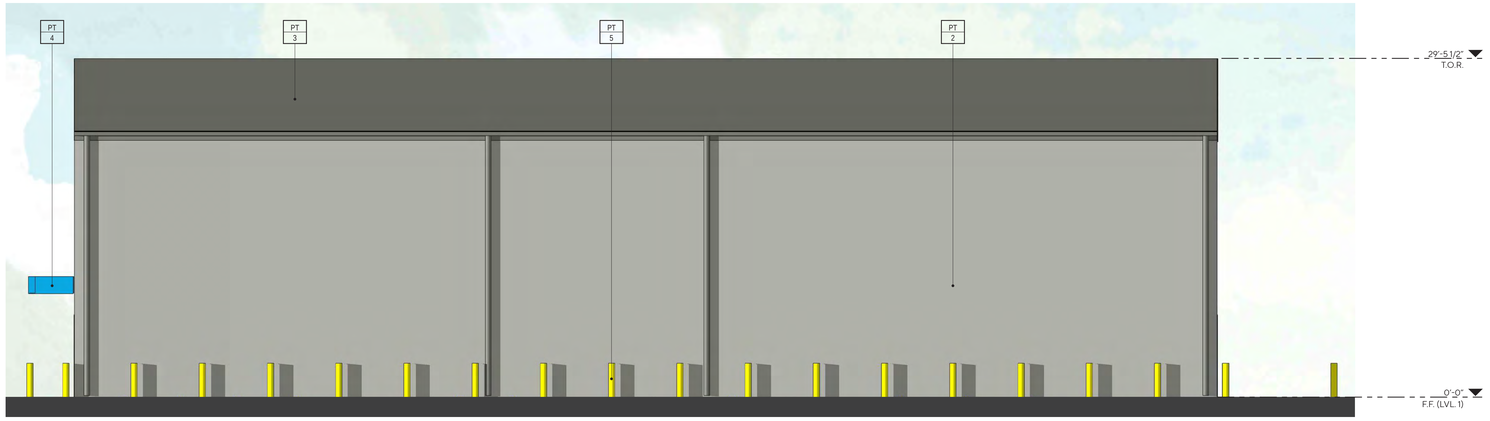
A5

Scale 1/4" = 1'-0"
Job No. 2024-0141
Date 2025-04-07

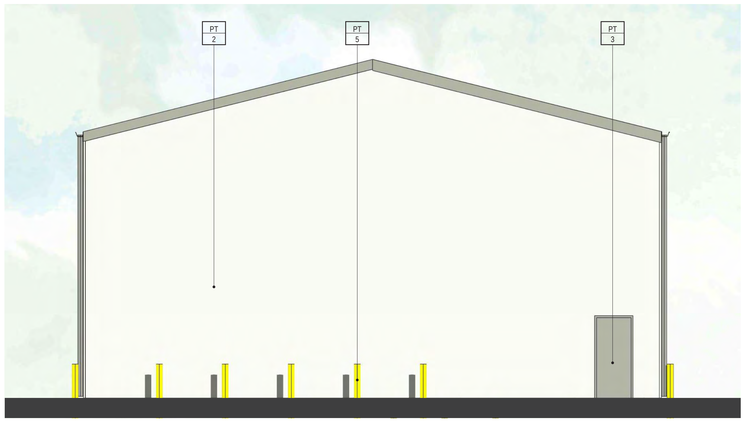

1'
2'
3'
4'
5'
6'
7'
8'
99' - 4 1/4"
1' - 3 1/4"
16' - 1 1/4"
6' - 9 1/4"
20' - 0"
19' - 0"
19' - 0"
2' - 5 1/2"
13' - 7"
1' - 2"
5' - 11 1/4"
9"
B'
A'
50' - 3 1/4"
48' - 7 1/4"
14' - 0"
10"
HAZARDOUS WASTE AREA
107
248 SF
PARTS STORAGE AREA
108
598 SF
MAIN SERVICE AREA
106
3458 SF
ELECTRICAL
104
87 SF
RESTROOM
103
58 SF
IT ROOM
102
62 SF
BREAK ROOM
101
191 SF
COMPRESSOR ROOM
105
152 SF
CANOPY ABOVE
VAN
SS
WOS
MLTSA
TSPR
TCHM
TBAL
FE
COT
WOD
AFFD
WWF
STS
SSS
VLES
HYDP
BTSC
PUSP
ARCU
AHCV
7' - 6 1/4"
18' - 4 1/2"
UFFS
SK
GDB
EWS
DT
MCTS
DPT
TBS
PC
EWS
HWS
MPS
HWT
AFD
HGB
WGB
MCHR
WC
TTD
EHD
SCD
SND
HSD
TC
FND
MIR
LAV
SD
AED
SB
MW
COF
IMWC
WMTV
SD
PTD
SINK
CHR
BRS
COMP
DSK
LC
LOCK
FSC
SBWL
ACRM
SBNL
W003B
104B
105B
108B
107B
E002B
E001B
3' - 9"
6' - 7 1/2"
2' - 10 1/2"
10' - 2 1/4"
4' - 8"
15' - 0 3/4"
10' - 4 3/4"
1' - 1 3/4"



SOUTH ELEVATION [1]



EAST ELEVATION [2]



NORTH ELEVATION [3]



WEST ELEVATION [4]

PT-1

APPLIED TO INSULAED
METAL PANELS
COLOR TO MATH
RAL 9018
PAPYRUS WHITE

PT-2

APPLIED TO INSULAED
METAL PANELS
COLOR TO MATCH
RAL 7038
AGATE GREY

PT-3

APPLIED TO INSULAED
METAL PANELS
COLOR TO MATCH
RAL 7023
CONCRETE GREY

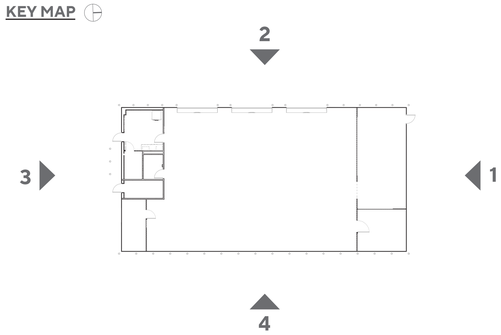
PT-4

APPLIED TO INSULAED
METAL PANELS
PANTONE
2995 C
PRIME BLUE

PT-5

APPLIED TO
CONCRETE BASE
COLOR TO MATCH:
SAFETY YELLOW

KEY MAP



SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER

Santa Maria, CA

ELEVATIONS

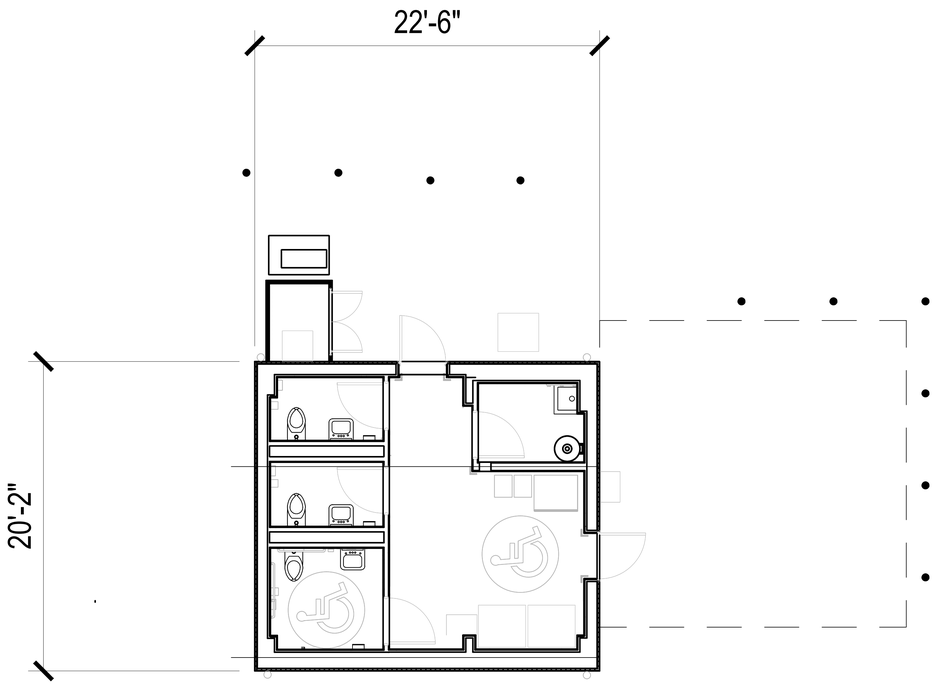
Fleet Service Center - 3-Bay

0 10' 20'

Architecture. Design. Relationships.

A7

Scale 3/16" = 1'-0"
Job No. 2024-0141
Date 2025-04-07



SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER

Santa Maria, CA

ENLARGED FLOOR PLAN

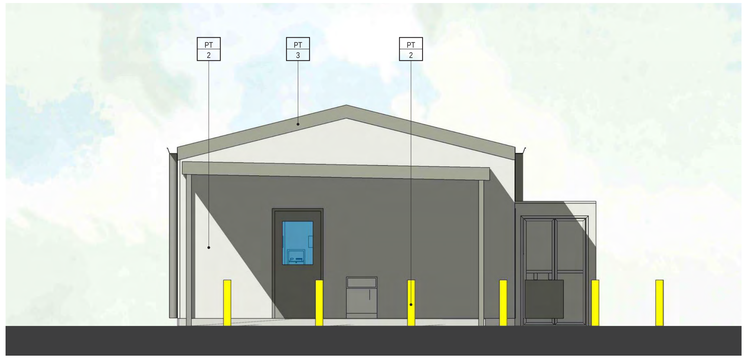
External Amenities

0 10' 20'

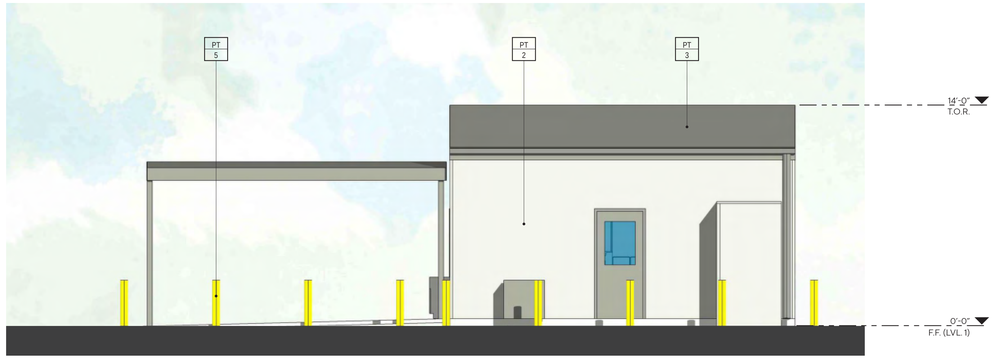
Architecture. Design. Relationships.

A8

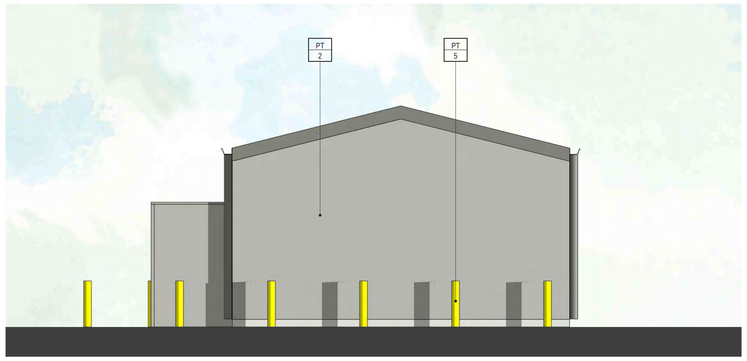
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Job No.	2024-0141
Date	2025-04-07



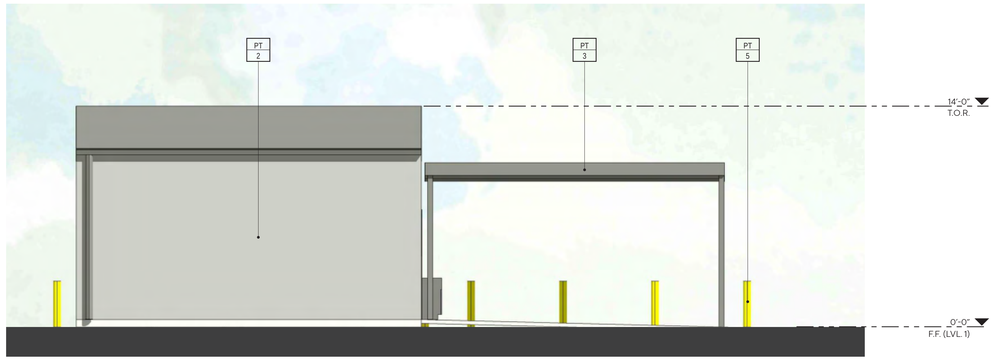
EAST ELEVATION [1]



NORTH ELEVATION [2]



WEST ELEVATION [3]



SOUTH ELEVATION [4]

GENERAL NOTES

1. MECHANICAL ROOF EQUIPMENT TO BE SCREENED FROM VIEW.
2. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS AND REVEAL LINES UNLESS NOTED OTHERWISE. REVEAL COLOR TO MATCH THE ADJACENT FIELD COLOR.
3. PROVIDE 8'—0" WIDE COLOR SAMPLE ON BUILDING, FULL HEIGHT FROM BASE TO PARAPET FOR APPROVAL BY ARCHITECT AND OWNER PRIOR TO PAINTING.
4. ALL PAINT, STAIN, SANDBLAST, ETC. FINISHES AND JOINTS/REVEALS SHOWN IN ELEVATION VIEW SHALL RETURN TO THE NEAREST INSIDE CORNER OR INTO WINDOW JAMBS.
5. ALL WALL PAINT FINISHES ARE TO BE FLAT, METAL PAINT TO BE SEMI—GLOSS UNLESS NOTED OTHERWISE.
6. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
7. T.O.P. = TOP OF PARAPET ELEVATION
8. F.F. = FINISH FLOOR ELEVATION
9. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS, AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.

PT-1
APPLIED TO INSULAED METAL PANELS
COLOR TO MATH
RAL 9018
PAPYRUS WHITE

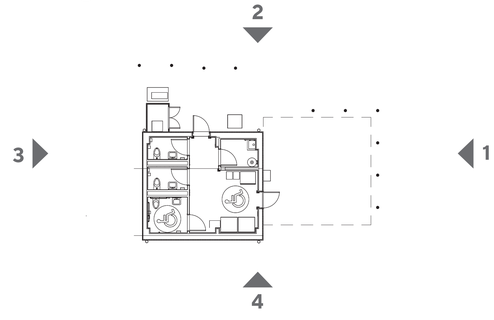
PT-2
APPLIED TO INSULAED METAL PANELS
COLOR TO MATCH
RAL 7038
AGATE GREY

PT-3
APPLIED TO INSULAED METAL PANELS
COLOR TO MATCH
RAL 7023
CONCRETE GREY

PT-4
APPLIED TO INSULAED METAL PANELS
PANTONE
2995 C
PRIME BLUE

PT-5
APPLIED TO CONCRETE BASE
COLOR TO MATCH:
SAFETY YELLOW

KEY MAP



SEEFRIED INDUSTRIAL PROPERTIES

DISTRIBUTION CENTER
Santa Maria, CA

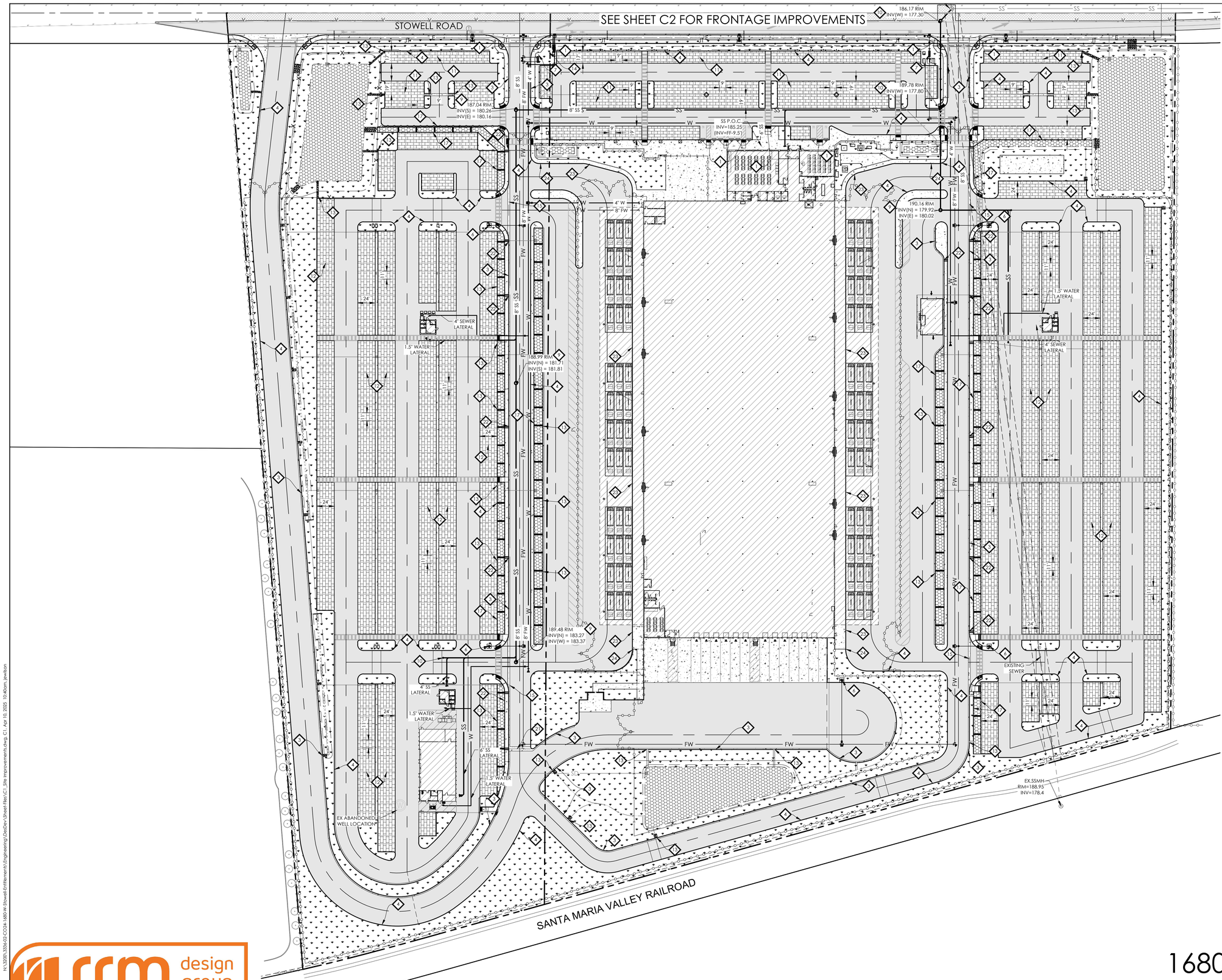
ELEVATIONS
External Amenities

0 8' 16'

Architecture. Design. Relationships.

A9

Scale 1/8" = 1'-0"
Job No. 2024-0141
Date 2025-04-07



PRELIMINARY KEY NOTES

1. ACCESSIBLE CURB RAMP PER CALTRANS STANDARD A88A.
2. CONCRETE CROSS GUTTER AND SPANDREL PER CITY STANDARD RD-18A.
3. 6" CURB AND GUTTER PER CITY STANDARD RD-11.
4. 6" CURB PER CITY STANDARD RD-11.
5. COMBINATION CURB, GUTTER, AND SIDEWALK PER CITY STANDARD RD-11.
6. FIRE HYDRANT ASSEMBLY PER CITY STANDARD WA-31.
7. 6" FIRE SERVICE BACKFLOW PREVENTION ASSEMBLY PER CITY STANDARD WA-27F.
8. DOMESTIC WATER METER PER CITY STANDARD
9. 48" SEWER MANHOLE PER CITY STANDARD SS-10D.
10. SEWER CLEANOUT PER CITY STANDARD SS-12B.
11. ASSOCIATE PARKING LOT STRIPING 9' WIDE BY 19' DEEP UNLESS NOTED OTHERWISE.
12. VAN PARKING STALL STRIPING 11' WIDE BY 24' DEEP.
13. 2' WIDE CURB CUT WITH ROCK ENERGY DISSIPATER.
14. 4" DOMESTIC BACKFLOW PREVENTION ASSEMBLY.
15. 3' WIDE VALLEY GUTTER.
16. FRONTAGE IMPROVEMENTS TO INCLUDE (2) EAST BOUND 12' TRAVEL LANES, 6' BIKE LANE, 6' SIDEWALK, AND 10' PUE WITHIN THE EXISTING 84' ROW PER SECONDARY ARTERIAL SECTION ON CITY STANDARD RD-23
17. INSTALL DEEPENED CURB ALONG BIO RETENTION FACILITIES AND WEIRS THAT SUPPORT THE DEEPENED CURBS EVERY 50 ' (TYP).
18. CONNECT PROPOSED UTILITIES TO EXISTING SERVICES WITHIN STOWELL ROAD.
19. INSTALL PEDESTRIAN BARRICADE PER CITY STANDARD RD-34A
20. INSTALL STREET LIGHT PER CITY STANDARD SL-11A IN ACCORDANCE WITH SPECIFICATION S-106.
21. 6' WIDE VALLEY GUTTER.
22. REVERSE SIDEWALK UNDERDRAIN TO OUTLET TO BIO RETENTION FACILITIES
23. INSTALL FLUSH CURB.
24. 3.0' TRANSITION FROM FLUSH CURB TO 6" CURB.

LEGEND

- PROPOSED AC
- PROPOSED CONCRETE
- PROPOSED PERVIOUS PAVER AREA
- PROPOSED TREATMENT AREA
- PROPOSED LANDSCAPE AREA
- PROPOSED BUILDING/ROOF AREA
- W — PROPOSED PRIVATE 4" DOMESTIC WATER
- FW — PROPOSED PRIVATE 8" FIRE WATER
- SS — PROPOSED 8" PVC SEWER MAIN LINE. (S = 0.0025 FT/FT MIN.)
- E — PROPOSED ELECTRICAL LINE
- PROPOSED CITY STANDARD FIRE HYDRANT AND FIRE HYDRANT ASSEMBLY
- CITY STANDARD CLEANOUT
- 48" CITY STANDARD MANHOLE
- SD — PROPOSED PRIVATE STORM DRAIN (SEE GRADING AND DRAINAGE PLANS)
- SS — EXISTING SANITARY SEWER
- W — EXISTING WATER

0 60 120 180 feet
1"=60'

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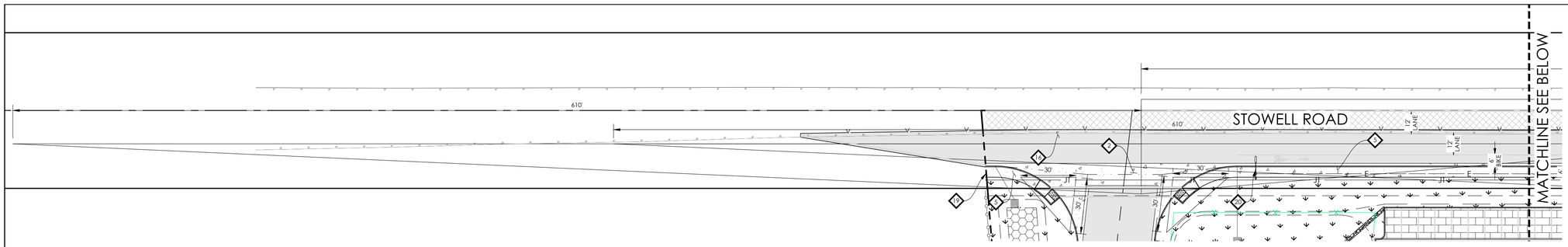
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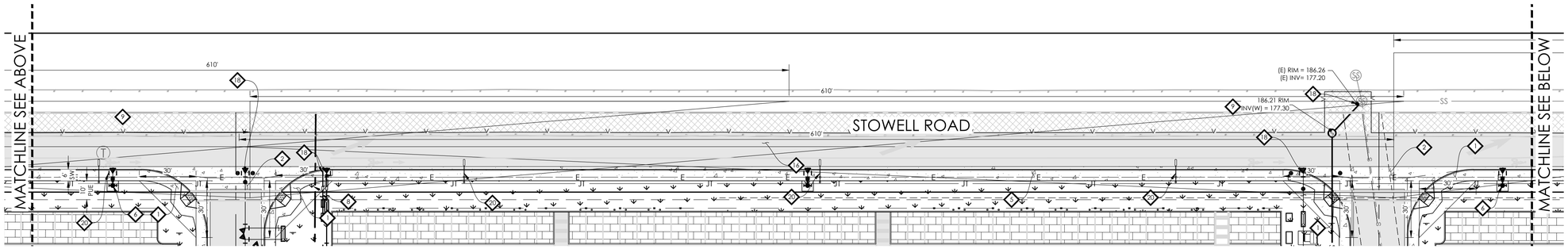
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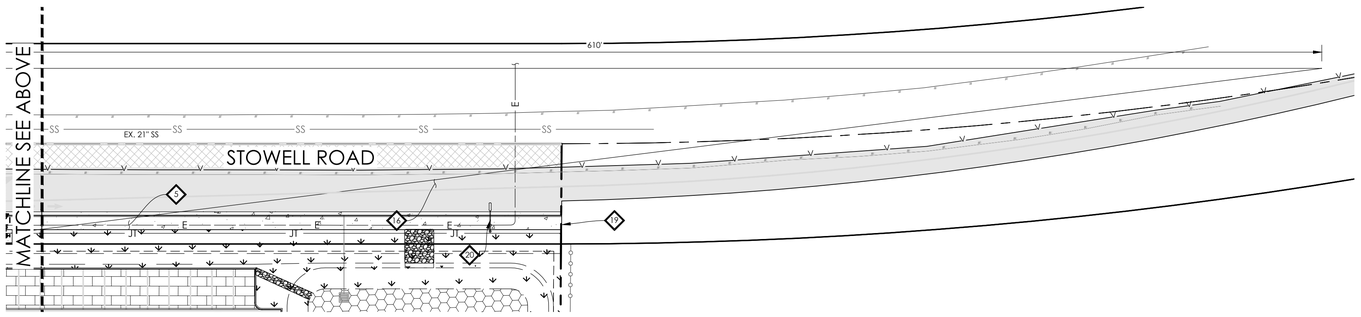
1680 STOWELL ROAD

SITE IMPROVEMENTS AND UTILITIES

C1







PRELIMINARY KEY NOTES

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LEGEND

- PROPOSED AC
- PROPOSED CONCRETE
- PROPOSED PERVIOUS PAVER AREA
- PROPOSED TREATMENT AREA
- PROPOSED LANDSCAPE AREA
- PROPOSED BUILDING/ROOF AREA
- STOPPING SIGHT TRIANGLE
- CORNER CUTBACK SIGHT TRIANGLE
- W — PROPOSED PRIVATE 4" DOMESTIC WATER
- FW — PROPOSED PRIVATE 8" FIRE WATER
- SS — PROPOSED 8" PVC SEWER MAIN LINE. (S = 0.0025 FT/FT MIN.)
- E — PROPOSED ELECTRICAL LINE
- PROPOSED CITY STANDARD FIRE HYDRANT AND FIRE HYDRANT ASSEMBLY
- CITY STANDARD CLEANOUT
- 48" CITY STANDARD MANHOLE
- SD — PROPOSED PRIVATE STORM DRAIN (SEE GRADING AND DRAINAGE PLANS)
- SS — EXISTING SANITARY SEWER
- W — EXISTING WATER

0 30 60 90 feet

1"=30'

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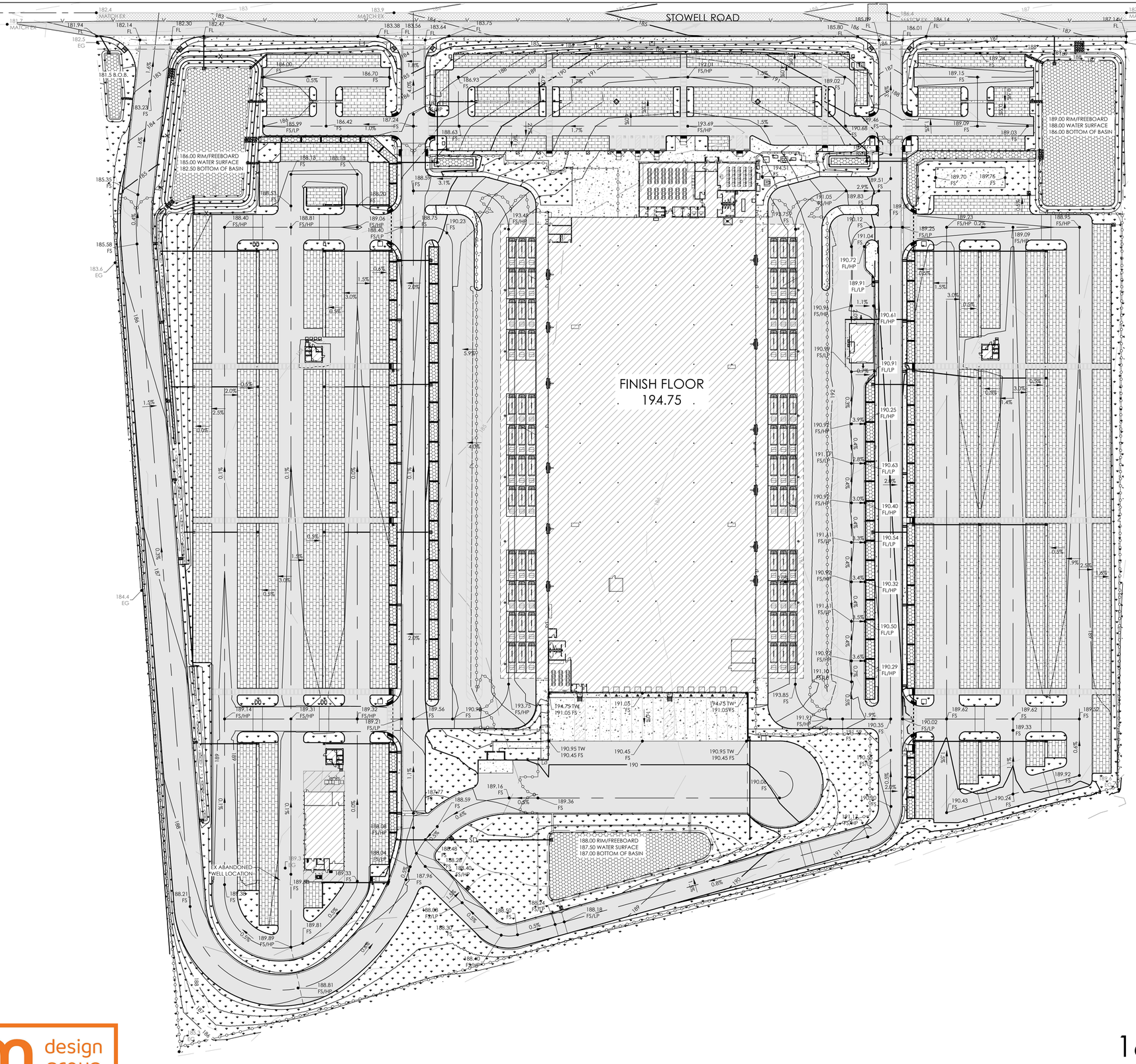
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APRIL 10, 2025

1680 STOWELL ROAD

FRONTAGE IMPROVEMENTS

C2



LEGEND

- PROPOSED AC
- PROPOSED CONCRETE
- PROPOSED PERVIOUS PAVER AREA
- PROPOSED TREATMENT AREA
- PROPOSED TREATMENT AREA
- PROPOSED BUILDING/ROOF AREA
- SD — PROPOSED PRIVATE HDPE STORM DRAIN
- 24" SQUARE MID-STATE CATCH BASIN

ABBREVIATIONS

FF	FINISHED FLOOR
FS	FINISHED SURFACE
FL	FLOWLINE
TC	TOP OF CURB
EG	EXISTING GRADE
FG	FINISHED GRADE
INV	INVERT
TG	TOP OF GRATE
HP	HIGH POINT
LP	LOW PONT
B.O.B.	BOTTOM OF BASIN

APPROXIMATE EARTHWORK QUANTITIES

THE APPROXIMATE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE CALCULATED BETWEEN THE PROPOSED SUBGRADE 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.

Cut/Fill Evaluation	SF	Ft	Cu. Yd.		
	Area	Assumed Seciton	Fill (+)	Cut (-)	Net
Surface Cut/Fill	1,449,239	-	237,492	700	236,792
A C Road Hold down	591,231	1.5	-	32,846	(32,846)
Concrete Flat Work	93,422	0.7	-	2,318	(2,318)
Basin Hold Downs	72,077	4.0	-	10,678	(10,678)
Permeable Pavers	224,592	1.5	-	12,477	(12,477)
Building Foundation	250,205	3.0	-	27,801	(27,801)
TOTAL & NET	-	-	237,492	86,820	150,672 Import

NOTES

1. LID FACILITEIS 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 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.

0 60 120 180 feet
1"=60'

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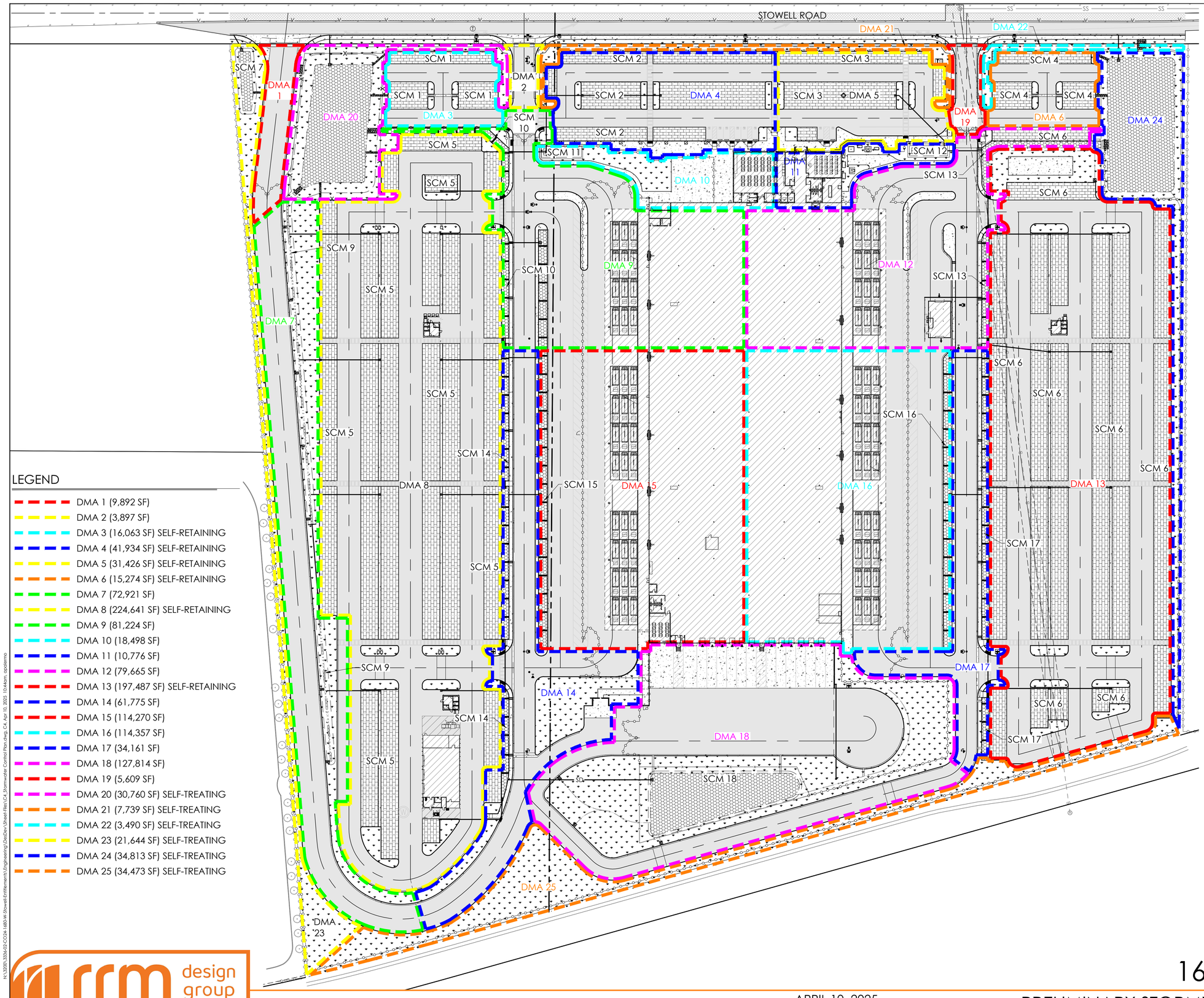
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APRIL 10, 2025

1680 STOWELL ROAD

PRELIMINARY GRADING AND DRAINAGE PLAN

C3



LEGEND

- DMA 1 (9,892 SF)
- DMA 2 (3,897 SF)
- DMA 3 (16,063 SF) SELF-RETAINING
- DMA 4 (41,934 SF) SELF-RETAINING
- DMA 5 (31,426 SF) SELF-RETAINING
- DMA 6 (15,274 SF) SELF-RETAINING
- DMA 7 (72,921 SF)
- DMA 8 (224,641 SF) SELF-RETAINING
- DMA 9 (81,224 SF)
- DMA 10 (18,498 SF)
- DMA 11 (10,776 SF)
- DMA 12 (79,665 SF)
- DMA 13 (197,487 SF) SELF-RETAINING
- DMA 14 (61,775 SF)
- DMA 15 (114,270 SF)
- DMA 16 (114,357 SF)
- DMA 17 (34,161 SF)
- DMA 18 (127,814 SF)
- DMA 19 (5,609 SF)
- DMA 20 (30,760 SF) SELF-TREATING
- DMA 21 (7,739 SF) SELF-TREATING
- DMA 22 (3,490 SF) SELF-TREATING
- DMA 23 (21,644 SF) SELF-TREATING
- DMA 24 (34,813 SF) SELF-TREATING
- DMA 25 (34,473 SF) SELF-TREATING

PROJECT STATISTICS

(A) EXISTING CONDITION

IMPERVIOUS AREA: 625 SF

PERVIOUS AREA: 1,393,981 SF

(B) PROPOSED IMPROVEMENTS

TOTAL IMPERVIOUS AREA: 890,901 SF

PERMEABLE PAVER AREA: 224,592 SF

LANDSCAPE AREA: 279,113 SF

TOTAL PERVIOUS AREA: 503,705 SF

REQUIRED STORMWATER CONTROL MEASURES

TIER 1- RUNOFF REDUCTION
- ROOF DRAIN DISCONNECT
- MINIMIZE IMPERVIOUS AREAS

TIER 2 - WATER QUALITY (85th PERCENTILE = 0.9")
- ON-SITE RETENTION-BASED INFILTRATION

TIER 3 - RETAIN 95TH PERCENTILE STORM EVENT (1.5")
- PERMEABLE PAVERS AND BIORETENTION BASINS WILL RETAIN AND INFILTRATE AN APPROXIMATE VOLUME OF 248,520 CF

TIER 4 - PEAK MANAGEMENT
- ONSITE BASINS ARE SIZED TO MITIGATE REQUIRED PEAK FLOWS DISCHARGED FROM THE PROJECT. THE SITE DISCHARGE SHALL NOT EXCEED PRE-PROJECT PEAK FLOWS FOR THE 2-YEAR THROUGH 100-YEAR STORM EVENTS.

SANTA BARBARA FLOOD CONTROL

BOTH THE EAST AND WEST DETENTION BASIN WILL RESTRICT THE OUTFLOW DISCHARGE FLOW RATE AND FREE DRAIN TO THE STREET THROUGH A SIDEWALK UNDERDRAIN. THE WEST BASIN WILL DETAIN 42,471 CF AND THE EAST BASIN WILL DETAIN 33,292 CF. SEE THE STORM WATER CONTROL REPORT FOR SIZING INFORMATION.

0 60 120 180 feet
1"=60'

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APRIL 10, 2025

1680 STOWELL ROAD

PRELIMINARY STORMWATER MANAGEMENT PLAN

C4

COMPLIANCE WITH MWELO

1. PROJECT INFORMATION - SEE COVER PAGE OF THIS DRAWING SET FOR ALL INFORMATION INCLUDING, DATE, PROJECT APPLICANT AND OWNER, AND ADDRESS.

   TOTAL LANDSCAPE AREA - PHASE 1: ONSITE: 279,113 SF
   SHRUBS GROUNDCOVER AND TREES - ONSITE: 279,113 SF

   TURF - 0 SF
2. PROJECT TYPE - NEW CONSTRUCTION
3. WATER SUPPLY - POTABLE
4. CHECKLIST OF ALL DOCUMENTS IN LANDSCAPE DOCUMENT PACKAGE:
   X LANDSCAPE DESIGN PLAN - INCLUDED IN THESE LANDSCAPE DRAWINGS
   X IRRIGATION DESIGN PLAN - INCLUDED IN THESE LANDSCAPE DRAWINGS
   X GRADING DESIGN PLAN - PER CIVIL SHEETS
5. WATER BUDGET CALCULATIONS (MAWA) AND (ETWU). SEE BELOW.
6. I AGREE TO COMPLY WITH THE REQUIREMENTS OF MWELO.

LANDSCAPE ARCHITECT | CA LICENSE NUMBER #_4993_

CONTRACTOR IS RESPONSIBLE FOR THE FOLLOWING ITEMS:
http://www.water.ca.gov/wateruseefficiency/docs/MWELO09-10-09.pdf

1. COMPOSTING
   Incorporate compost at a rate of at least four cubic yards per 1,000 square feet to a depth of six inches into landscape area - unless contra-indicated by a soils report.
2. PLANT MATERIAL
   For residential areas, install climate adapted plants that require occasional, little or no summer water (average WUCOLs plant factor 0.3) for 75% of the plant area excluding edibles and areas using recycled water.
3. IRRIGATION SYSTEM
   Shall comply with the following:
   Automatic irrigaiton controllers are required and must use evapotranspiration or soil moisture sensor data and utilize a rain sensor.
   Irrigation controllers shall be a type which does not lose programming data in the event the primary power source is interrupted.
   Pressure regulators shall be installed on the irrigation system o ensure the dynamic pressure of the system is within the manufactures recommended pressure range.
   All irrigaiton emiision dvices must meet the requirements set in the ANSI standard, ASABE/ICC 802-2014 "Landscape Irrigation Sprinkler and Emitter Standard," All sprinkler heads installed in the landscape must document a distribution uniformity low quarter of 0.65 or higher using the protocol defined in ASABE/ICC 802-2014.
   Areas less than ten (10) feet in width in any direction shall be irrigated with subsurface irrigation or other means that produces no runoff or overspray.
4. FINAL INSPECTION
   At the time of final inspection, the CONTRACTOR must provide the owner of the property with a certificate of completion, certificate of installation, irrigation schedule and a schedule of landscape and irrigation maintenance.

WATER USE CALCS

Appendix B - Sample Water Efficient Landscape Worksheet

WATER EFFICIENT LANDSCAPE WORKSHEET

This worksheet is filled out by the project applicant and it is a required element of the Landscape Document Package

Reference Evapotranspiration (Eto) 52.1

Hydrozone # /Planting Description*	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (Sq. ft)	ETAF x Area	Estimated Total Water Use (ETWU)
Regular Landscape Areas							
1 - DT Shrubs	0.25	Drip	0.91	0.27	203852	56003.30	1,809,018
2 - DT Trees	0.25	Bubbler	0.8	0.31	1625	507.81	16,403
3 - Mod Shrubs	0.5	Drip	0.91	0.55	69611	38247.80	1,235,481
4 - Mod Trees	0.5	Bubbler	0.8	0.63	4025	2515.63	81,260
				Totals	279113	97274.54	3,142,162
Special Landscape Areas							
Play Field				1	0		0
Edibles				1	0		0
Other				1	0		0
				Totals	0		0
						ETWU Total	3,142,162
						Maximum Allowed Water Allowance (MAWA)	4,057,159

Hydrozone #/Planting Description
E.G.
1.) front lawn
2.) low water use plantings
3.) medium water use planting

Irrigation Method
overhead spray or drip

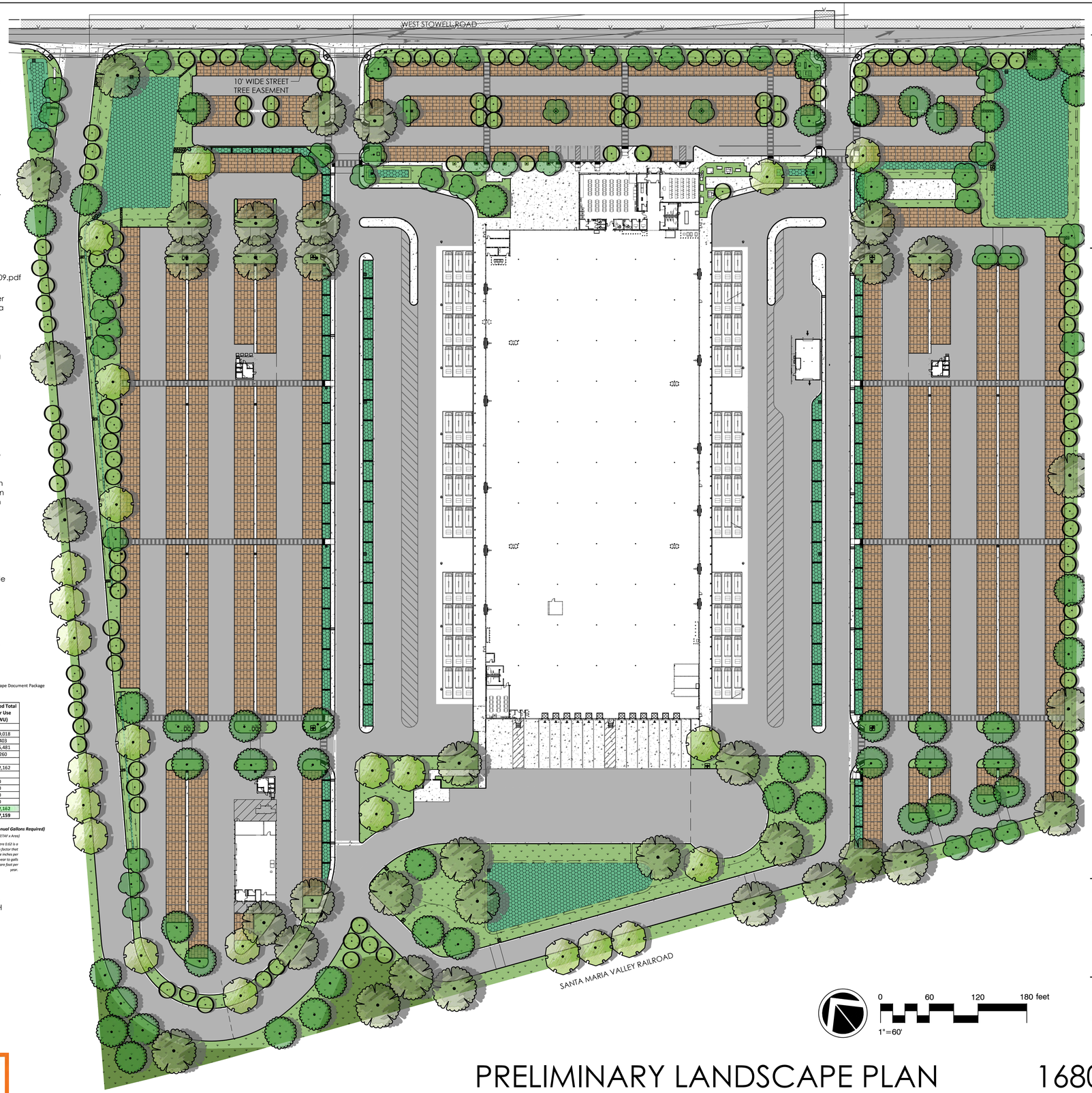
Irrigation Efficiency
0.75 for spray head
0.81 for drip

ETWU (Annual Gallons Required)
Eto x 0.62 x (ETAF x Area)
where 0.62 is a conversion factor that converts acre inches per acre per year to gallons per square foot per year.

*MAWA (Annual Gallons Allowed) = (Eto) (0.62) [(ETAF x LA)]+[(1-ETAF) x SLA)]

TOTAL LANDSCAPE AREA

THE TOTAL LANDSCAPE AREA FOR THIS PROJECT IS 279,113 SQFT WHICH AT 20% OF SITE COVERAGE, EXCEEDS THE CITY'S MINIMUM REQUIREMENT OF 15% MINIMUM LANDSCAPE COVERAGE.



PLANTING NOTES

1. PLANT LIST IS FOR CONVENIENCE OF CONTRACTOR ONLY. IN CASE OF DISCREPANCIES BETWEEN THE PLANS AND THE LIST, PLANS SHALL PREVAIL.
2. PLANT LOCATIONS SHOWN ON THE PLANS ARE DIAGRAMATIC. CONTRACTOR SHALL LOCATE ALL PLANT MATERIAL UNDER THE DIRECTION OF THE AUTHORIZED REPRESENTATIVE PRIOR TO PLANTING HOLE EXCAVATION.
3. THE AUTHORIZED REPRESENTATIVE RESERVES THE RIGHT TO MAKE SUBSTITUTIONS, ADDITIONS, AND DELETIONS TO THE PLANTING LAYOUT AS WORK PROGRESSES.
4. ALL GROUNDCOVER SHALL BE TRIANGULARLY SPACED UNLESS OTHERWISE NOTED.
5. CONTRACTOR SHALL INSTALL A 3" LAYER OF 'WALK ON BARK' MULCH IN ALL NON LID PLANTING AREAS AND SLOPES. REFER TO CIVIL PLANS FOR SURFACE TREATMENT ON LID AREAS.
6. CONTRACTOR SHALL PROVIDE CONCRETE MOW CURB PER PLANS AND SPECIFICATIONS BETWEEN ALL TURF AND SHRUB/GROUNDCOVER AREAS UNLESS OTHERWISE NOTED.

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	CONT	WUCOLS
TREES				
	MELALEUCA QUINQUENERVIA	PAPERBARK TREE	15 GAL	LOW
	PLATANUS MEXICANA	MEXICAN SYCAMORE	24"BOX	MODERATE
	QUERCUS AGRIFOLIA	COAST LIVE OAK	15 GAL	VERY LOW
	TIPUANA TIPU	TIPU TREE	15 GAL	LOW
	ZELKOVA SERRATA	JAPANESE ZELKOVA	15 GAL	LOW

SMALL TO MEDIUM SHRUBS — 181,079 SQ FT
- ACHILLEA X 'MOONSHINE'
- AGAVE X 'BLUE GLOW'
- DIETES BICOLOR
- FESTUCA IDAHOENSIS 'SISKIYOU BLUE'
- HESPERALOE PARVIFLORA 'PERPA'
- LEYMUS CONDENSATUS 'CANYON PRINCE'
- SALVIA GREGGII 'ALBA'
- SEDUM X 'AUTUMN JOY'

MEDIUM TO LARGE SHRUBS — 33,046 SQ FT
- AGAVE AMERICANA 'MARGINATA'
- AGAVE ATTENUATA
- CEANOTHUS GRISEUS HORIZONTALIS 'YANKEE POINT
- FRANGULA CALIFORNICA 'LEATHERLEAF'
- HETEROMELES ARBUTIFOLIA
- PHLOMIS FRUTICOSA
- PHORMIUM TENAX
- PHYSOCARPUS OPULIFOLIUS 'MONLO'

BIOSWALE PLANTS — 69,966 SQ FT
- ELYMUS MOLLIS
- FESTUCA RUBRA
- JUNCUS PATENS
- MUHLENBERGIA RIGENS
- SESLERIA X 'GREENLEE'

PARKING AREA TREES

PROPOSED EMPLOYEE PARKING SPOTS	257
REQUIRED TREE COUNT IN EMPLOYEE PARKING AREAS (1 TREE PER 6 STALLS)	43
PROPOSED TREE COUNT IN EMPLOYEE PARKING AREAS	64

PARKING LANDSCAPE AREA

TOTAL EMPLOYEE PARKING SPOTS: $\frac{257}{20}$ x 200 = REQUIREMENT OF 2570 SQ FT

PROPOSED CENTRAL PARKING ISLAND LANDSCAPE AREA 2800 SQ FT

rrm design group

PRELIMINARY LANDSCAPE PLAN

1680 STOWELL ROAD L-1

APRIL 10, 2025

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TREES



BETULA NIGRA 'BNMTF'
DURA HEAT RIVER BIRCH



CERCIS OCCIDENTALIS
WESTERN REDBUD (MULTI-TRUNK)



OLEA EUROPAEA 'WILSONII'
WILSON OLIVE



PLATANUS MEXICANA
MEXICAN SYCAMORE



PRUNUS CERASIFERA
PURPLE-LEAF PLUM

PAVERS



PERMEABLE PAVERS
AIR VOL BLOCK, ROMAN CLASSIC

NOTES:

SEE SHEET A1 FOR FENCE TYPES AND LOCATIONS

SHRUBS



ACHILLEA X 'MOONSHINE'
MOONSHINE YARROW



AGAVE AMERICANA 'MARGINATA'
VARIEGATED CENTURY PLANT



AGAVE ATTENUATA
FOXTAIL AGAVE



AGAVE X 'BLUE GLOW'
BLUE GLOW AGAVE



CEANOTHUS GRISEUS HORIZONTALIS 'YANKEE POINT'
YANKEE POINT CARMEL CREEPER



DIETES BICOLOR
FORTNIGHT LILY



ELYMUS MOLLIS
AMERICAN DUNEGRASS



FESTUCA IDAHOENSIS 'SISKIYOU BLUE'
SISKIYOU BLUE FESCUE



FESTUCA RUBRA
RED FESCUE



FRANGULA CALIFORNICA 'LEATHERLEAF'
LEATHERLEAF COFFEEBERRY



HESPERALOE PARVIFLORA 'PERPA'
BRAKELIGHTS RED YUCCA



HETEROMELES ARBUTIFOLIA
TOYON



JUNCUS PATENS
CALIFORNIA GRAY RUSH



LEYMUS CONDENSATUS 'CANYON PRINCE'
CANYON PRINCE GIANT WILD RYE



MUHLENBERGIA RIGENS
DEER GRASS



PHLOMIS FRUTICOSA
JERUSALEM SAGE



PHORMIUM TENAX
NEW ZEALAND FLAX



PHYSOCARPUS OPULIFOLIUS 'MONLO'
DIABLO NINEBARK



SALVIA GREGGII 'ALBA'
WHITE TEXAS SAGE



SEDUM X 'AUTUMN JOY'
AUTUMN JOY SEDUM



SESLERIA X 'GREENLEE'
GREENLEE MOOR GRASS

N:\3300\3334.00\CC04-1680 W Stowell Entitlements\Landscape Architecture\Tabs\1 Concept Design\Sheet Files\LP 3334.00.dwg\L-2 Apr 10, 2025 8:30am dwright

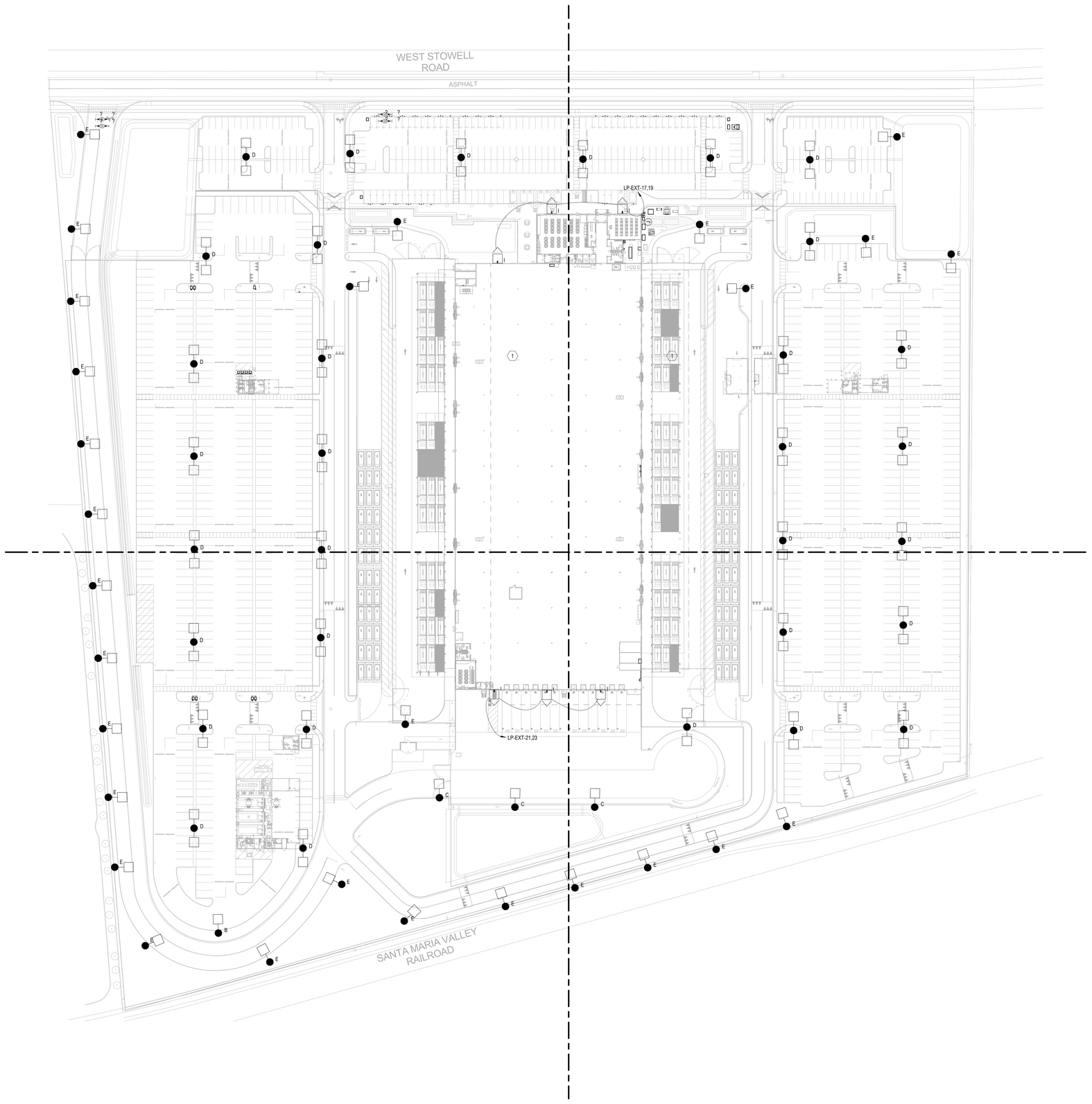
rrm design group

LANDSCAPE MATERIALS

1680 STOWELL ROAD L-2

APRIL 10, 2025

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SITE GENERAL NOTES

1. ALL UNDERGROUND CONDUITS SHALL BE MINIMUM 1" SCHEDULE 40 PVC AND SHALL INCLUDE A GROUND WIRE FOR THE CIRCUIT, UNLESS NOTED OTHERWISE.
2. ALL CONDUCTORS SHALL BE #10 AWG CU, UNLESS NOTED OTHERWISE
3. GROUND AND BOND ALL EQUIPMENT IN ACCORDANCE WITH CEC
4. REFER TO ONE-LINE DIAGRAM FOR ELECTRIC SERVICE SIZE
5. FURNISH AND INSTALL PROTECTIVE BOLLARDS AS REQUIRED. COORDINATE WITH CIVIL FOR REQUIREMENTS.
6. COORDINATE CONDUIT ROUTING WITH ALL OTHER UNDERGROUND UTILITIES
7. PROVIDE METER BASE, CURRENT TRANSFORMER ENCLOSURE, AND/OR MAIN SERVICE DISCONNECT AT AND EXTERIOR LOCATION ADJACENT TO THE UTILITY TRANSFORMER, COORDINATE WITH CIVIL FOR SPACE REQUIRED.
8. SITE LIGHTING POLE AND BASES SHALL BE MOUNTED A MINIMUM OF 24" FROM ANY UNDERGROUND EV CONDUIT STUB-UP OR PULL-BOX. EV CONDUIT STUB-UP LOCAITONS SHALL HAVE HIERARCHY OVER SITE LIGHTING POLE LOCATIONS.
9. ALL POLE LOCATIONS SHALL BE COORDINATED WITH LANDSCAPE ARCHITECT AND CIVIL ENGINEER PRIOR TO BEGINNING OF WORK.
10. ALL CIRCUITS SHALL BE ROUTED THROUGH LIGHTING RELAY PLANS AND CONTROLLED VIA PHOTOSENSOR AND TIMECLOCK. PROVIDE ROOF MOUNTED PHOTOSENSOR, FACE SENSOR TOWARDS TRUE NORTH.
11. COORDINATE WITH CIVIL DRAWINGS FOR FINAL LOCATION OF PYLON AND MONUMENT ELECTRICAL LIGHTING.

KEYNOTES

1. REFER TO SHEET E1.10 FOR EXACT LOCATIONS OF TYPE H1 FIXTURE. FIXTURE TO BE MOUNTED AT 16' TYP.

1 OVERALL SITE PLAN - LIGHTING
Scale: 1" = 60'-0"

Architecture. Design. Relationships.

REGISTERED PROFESSIONAL ENGINEER MARK N. BIGBIE E 16307 ELECTRICAL STATE OF CALIFORNIA 4/10/25

CONSULTANT

Jordan & Skala Engineers
6301 W. Plano Pkwy ● Suite 250
Plano, TX, 75093
P: 469.385.1616 ● F: 469.385.1615
Texas Registered Engineering Firm F-4990
Project Number: 24030185
Drawn By: SS Checked By: SD

SEEFRIED INDUSTRIAL PROPERTIES

DIZ1 - DISTRIBUTION CENTER
1680 WEST STOWELL ROAD
SANTA MARIA, CA

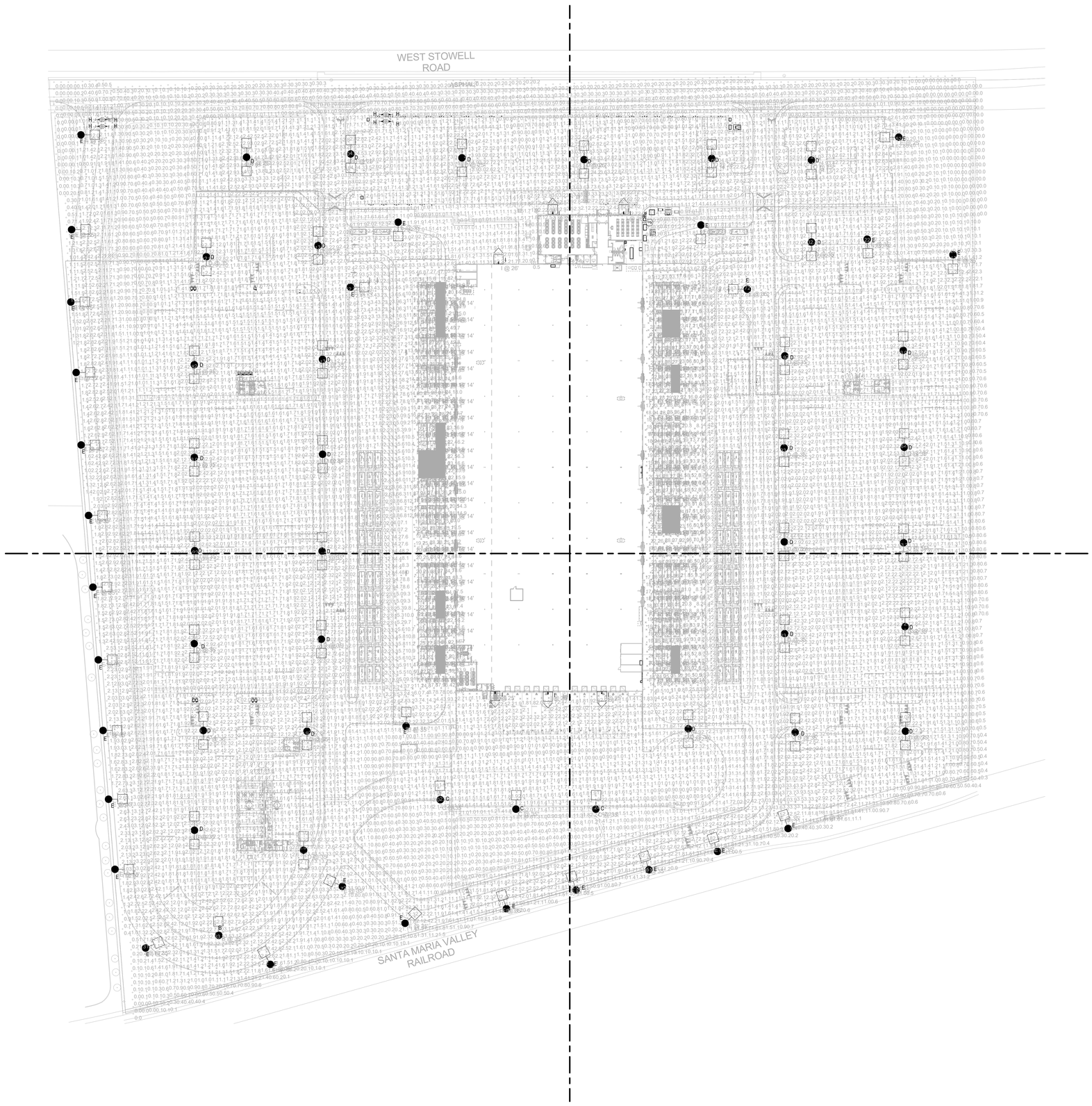
OVERALL SITE PLAN - LIGHTING

Project Number: 2024-0141
Plan Check Number:
11/11/2024 PERMIT SET

SHEET
E1.01

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Drawing File Name:

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Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
EAST PARKING LOT	+	1.7 fc	3.4 fc	.4 fc	8.5:1	4.25:1
LOADING DOCK	+	2.1 fc	4. fc	1.3 fc	3.08:1	1.61:1
NORTH PARKING LOT	+	1.8 fc	5.6 fc	.5 fc	11.2:1	3.6:1
OPEN TRUCK YARD	+	1.6 fc	2.9 fc	.9 fc	3.22:1	1.78:1
UNDER CANOPY EAST	+	20.7 fc	26.1 fc	10.1 fc	2.58:1	2.05:1
UNDER CANOPY WEST	+	20.6 fc	26.1 fc	9.9 fc	2.64:1	2.08:1
VAN QUEING AREA WEST	+	3.7 fc	15.2 fc	1.6 fc	9.5:1	2.31:1
VAN QUEING EAST	+	3.8 fc	15.3 fc	1.7 fc	9:1	2.24:1
VEHICULAR ROADS	+	2.1 fc	5.1 fc	.3 fc	17:1	7:1
WEST PARKING LOT	+	1.9 fc	5.7 fc	.7 fc	8.14:1	2.71:1

1 OVERALL SITE PLAN - PHOTOMETRIC
Scale: 1" = 60'-0"

Architecture.
Design.
Relationships.

SEAL

CONSULTANT

JSE
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Texas Registered Engineering Firm F-4990
Project Number: 24030185
Drawn By: SS Checked By: SD

SEEFRIED
INDUSTRIAL PROPERTIES

DIZ1 - DISTRIBUTION CENTER
1680 WEST STOWELL ROAD
SANTA MARIA, CA

OVERALL SITE PLAN - PHOTOMETRIC

Project Number: 2024-0141
Plan Check Number:
11/11/2024 PERMIT SET

04/14/2025 1 DELTA 1

SHEET
E1.02

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RESOLUTION NO. ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA MARIA, CALIFORNIA, TO CERTIFY AN ENVIRONMENTAL IMPACT REPORT MAKING CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE STOWELL ROAD PACKAGE DELIVERY WAREHOUSE PLANNED DEVELOPMENT PERMIT, LOCATED AT 1680 WEST STOWELL ROAD

WHEREAS, the applicant, Seefried Development Management, Inc., submitted a Planned Development Permit (PD2024-0003) to construct a new 244,420-square-foot Package Delivery facility campus on a 32-acre site in a PD/CM-AG (Planned Development/Commercial Manufacturing and Agriculture Overlay) district of the West Stowell Specific Plan 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., require the evaluation of environmental impacts of said Project; and

WHEREAS, an Initial Study was prepared to identify any potential significant environmental impacts the Project may generate so that the appropriate CEQA document could be prepared for the Project; and

WHEREAS, a Notice of Preparation (NOP) was prepared for the Project on August 14, 2025, and along with the Initial Study was sent to the State Clearinghouse and to all relevant agencies and made available for public comment as required by law; and

WHEREAS, the Initial Study identified the Project might generate potentially significant environmental impacts regarding Vehicle Miles Traveled (VMT), and therefore determined that an Environmental Impact Report (EIR) would be prepared; and

WHEREAS, a Draft EIR (SCH# 2025080640) was prepared for said Project in compliance with the California Environmental Quality Act; and the required notices were published and the EIR was circulated for public review for the duration between and including November 12, 2025 through January 16, 2026, sent to every responsible and/or trustee agency with jurisdiction over the Project and placed in a public location; and

WHEREAS, at the completion of the public review period on the EIR for the Project, comments were received and responses to those comments were prepared and incorporated into the EIR; and

WHEREAS, the EIR was provided to the Planning Commission, along with all public comments and the responses to those public comments; and

WHEREAS, the Planning Commission of the City of Santa Maria held a regularly scheduled public hearing on May 6, 2026, for the purpose of receiving evidence and considering the EIR and the proposed Project; and

WHEREAS, notices of said public hearing were made at the time and in the manner required by law; and

WHEREAS, the Planning Commission of the City of Santa Maria has reviewed and considered the EIR, incorporated herein by reference for the Project; and

WHEREAS, at the completion of the public hearing, the Planning Commission duly considered all evidence presented at said hearing; and

WHEREAS, the EIR 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 by this reference.

Section 2. The Planning Commission certifies the Environmental Impact Report (SCH#2025080640) for the Stowell Road Package Delivery Warehouse at 1680 West Stowell Road and finds that it complies with CEQA.

Section 3. That the Planning Commission hereby makes California Environmental Quality Act Findings included as Attachment D to the Planning Commission staff report dated May 6, 2026, incorporated herein by reference.

Section 4. That the Planning Commission hereby makes a Statement of Overriding Considerations included as Attachment E to the Planning Commission staff report dated May 6, 2026, incorporated herein by reference, that balances the benefits of the project against the significant, unavoidable impacts of Vehicle Miles Traveled generated by the project, which cannot be mitigated to an acceptable, less than significant level through project redesign, conditions of approval, the VMT mitigations applied to the project, nor through any combination therof.

Section 5. That the Planning Commission hereby adopts the Mitigation Monitoring and Reporting Program for the project included as Attachment F to the Planning Commission staff report dated May 6, 2026, incorporated herein by reference.

Section 6. 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 7. 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 Attorney concerning any changes deemed necessary.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Santa Maria held May 6, 2026, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

ESAU BLANCO, CHAIR
Planning Commission

ATTEST:

CHENIN DOW
SECRETARY
Planning Commission