

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)

- 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.
- 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 (SMJUHS) 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.