

## 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.