

ORDINANCE NO. 2024-01

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTA MARIA, CALIFORNIA, AMENDING THE SANTA MARIA AIRPORT BUSINESS PARK SPECIFIC PLAN TO: 1) AMEND THE USES OF THE PLANNED DEVELOPMENT/LIGHT INDUSTRIAL/PUBLIC FACILITIES - AIRPORT (PD/LI/PF-A) ZONE DISTRICT, AND 2) MODIFY THE FOXENWOOD LANE ROADWAY DESIGN, LOCATED AT THE NORTHWEST CORNER OF ORCUTT EXPRESSWAY (HIGHWAY 135) AND UNION VALLEY PARKWAY (SPZ2022-0001)

WHEREAS, the applicant, G3, LLC, initiated a Specific Plan Amendment (SPZ2022-0001) to modify the Santa Maria Airport Business Park Specific Plan's (the "Specific Plan") PD/LI/PF-A zone designation uses, and to modify the Foxenwood Lane street section, herein referred to as the Project; and

WHEREAS, the Specific Plan was prepared in accordance with all applicable statutory requirements of the California Government Code (Sections 65450 through 65457); and

WHEREAS, Section 12-19.05. of the Santa Maria Municipal Code requires the City Council to grant all approvals of Specific Plans in the City and that each Specific Plan shall be adopted by a Resolution declaring General Plan consistency, and by an Ordinance declaring zoning consistency; and

WHEREAS, a Supplemental Environmental Impact Report (SEIR) had been certified for the 2021 Specific Plan amendment, as a supplement to the Programmatic EIR (State Clearinghouse [SCH] No. 2005051172) certified by the City in June 2007 for the Santa Maria Airport Business Park Specific Plan; and

WHEREAS, Considering the adequacy of the previously adopted SEIR, staff has concluded that in accordance with the provisions of CEQA section 15162:

- There are no substantial changes which have occurred in respect to the circumstances under which the project will be undertaken
- There is no new information regarding potential significant effects that have come to light in the review of the proposed project; and
- The project does not involve any new significant environmental effects not otherwise addressed in the previously adopted SEIR and mitigation monitoring program.

and therefore, the project was adequately covered in the previously adopted Supplemental Environmental Impact Report (SCH# 202007005) and Mitigation Monitoring Program pursuant to California Environmental Quality Act State Guidelines Section 15162, and no further environmental review is necessary; and

WHEREAS, the Planning Commission of the City of Santa Maria, at the regularly scheduled public hearing on December 6, 2023, with a 3-0-2-0 vote, made its recommendation in writing that the City Council:

- 1) amend the text of the Santa Maria Business Park Specific Plan's PD/LI/PF-A zone by the addition of a definition of "Heavy Retail Business", and the

addition of the “Heavy Retail Business” use to the zone’s list of permitted uses, as depicted on Attachment B of the Council Agenda Report dated January 16, 2024, incorporated herein by reference; and

2) amend the Specific Plan’s Foxenwood Lane street section design (Specific Plan Exhibit 39a) as depicted on Attachment C of the Council Agenda Report dated January 16, 2024, incorporated herein by reference; and

WHEREAS, a duly noticed public hearing was held on this amendment to the Santa Maria Airport Business Park Specific Plan by the City Council on January 16, 2024; and

WHEREAS, the City Council made no substantial modification of the proposed amendment to the Santa Maria Airport Business Park Specific Plan which had not been previously considered by the Planning Commission; and

WHEREAS, the City Council considered all written and oral testimony; and

WHEREAS, the City Council considered and relied on the Planning Commission’s recommendation in making its decision on the amendment to the Santa Maria Airport Business Park Specific Plan.

NOW, THEREFORE, the City Council of the City of Santa Maria, California does ordain as follows:

SECTION 1. The above findings are true and correct and incorporated herein by reference.

SECTION 2. The City Council finds that:

- a) The proposed project is consistent with applicable goals, objectives, policies, and programs of the General Plan. The PD/LI/PF-A zone exists only within the Specific Plan and only on the approximately 8.4 acres at the northwest corner of Orcutt Expressway (Highway 135) and Union Valley Parkway. The proposed project modifies the text of the Specific Plan’s PD/LI/PF-A zone by the addition of a definition of “Heavy Retail Business”, and the addition of the “Heavy Retail Business” use to the zone’s list of permitted uses.
- b) The proposed project modifies the Specific Plan’s Foxenwood Lane street section to better accommodate the expected multi-modal circulation demands generated by the development of adjacent properties under the Specific Plan’s existing land use designations.
- c) The modifications are to better serve and attract community-serving businesses that complement the surrounding airport and residential land uses and which will enhance the economic vitality of the Airport and City.

- d) The proposed project would not adversely affect the public health, safety, and welfare, or result in an illogical land use pattern because the “Heavy Retail Business” is a use that similar to the other uses permitted in the PD/LI/PF-A zone a designation which is only found on approximately 8.4 acres and only within the Specific Plan, the zone includes the Planned Development overlay necessitating discretionary review of future applications for the development of the site. The Specific Plan will continue to provide for adequate screening, buffering, and transition between land uses, and the adopted Mitigation Monitoring Program provides mitigation to reduce potential impacts to adjacent residential neighborhoods to a less than significant level.
- e) The policies and development standards of the Specific Plan, including the Foxenwood Lane street section redesign, will provide for the integration of all future development into the infrastructure, circulation, and service network of the City to ensure this project site and the surrounding area have adequate traffic circulation; therefore, any future project is afforded the appropriate services and facilities in that all infrastructure is adequately planned for and required as a condition of development, or is currently available to serve the project site.
- f) The proposed project supports the general welfare in that the proposed additional use and Foxenwood Lane redesign integrates into the Specific Plan’s established mix of commercial, light industrial, open space, and public facility land uses and zone designations to meet the future demands of the community.
- g) The proposed project is compatible with the purpose and intent of the adopted Specific Plan and will not adversely affect the public health, safety, and welfare, resulting in an illogical land use pattern, or create internal inconsistencies within the Specific Plan; and
- h) The proposed project will promote the growth of the City in an orderly manner and will promote and protect the public health, safety, comfort, and general welfare consistent with the purpose of Title 12 of the City of Santa Maria Municipal Code.

SECTION 3. The City Council of the City of Santa Maria, finding the amendment consistent with the adopted specific plan and corresponding zoning noted in the plan, approves an amendment to the Santa Maria Airport Business Park Specific Plan to add the definition of “Heavy Retail Business” and add

“Heavy Retail Business” use to the list of permitted uses in the PD/LI/PF-A zone, as depicted on Attachment B of the Council Agenda Report dated January 16, 2024, incorporated herein by reference.

SECTION 4. The City Council of the City of Santa Maria approves an amendment to the Santa Maria Airport Business Park Specific Plan to replace the existing Foxenwood Lane Street Section (Specific Plan Exhibit 39a) with the redesigned street section provided as depicted on Attachment C of the Council Agenda Report dated January 16, 2024, incorporated herein by reference.

SECTION 5. If any part or provision of this chapter, or the application thereof to any person or circumstance, is held invalid, the remainder of the chapter, including the application of that part or provision to other persons or circumstances, shall not be affected thereby and shall continue in full force and effect. To this end, the provisions of this ordinance are severable.

SECTION 6. This Ordinance shall be in full force and effect thirty days after its passage. Within fifteen days following its passage, the City Clerk shall cause this Ordinance to be published in a newspaper of general circulation in accordance with State Law; or when deemed necessary due to the length or complexity of the Ordinance, cause a summary of the Ordinance to be prepared and published at least five days prior to the City Council meeting at which the proposed Ordinance is to be adopted. If a summary is published at least five days prior to the City Council meeting at which the proposed Ordinance is to be adopted, then within fifteen days after adoption of the Ordinance the City Clerk shall publish a summary of the Ordinance with the names of those City Council Members voting for and against the Ordinance and shall post a certified copy of the full text of such adopted Ordinance along with the names of those City Council Members voting for and against the Ordinance.

SECTION 7. The Chief Deputy City Clerk is hereby authorized to make minor changes herein to address clerical errors, so long as substantial conformance of the intent of this document is maintained. In doing so, the Chief Deputy City Clerk shall consult with the City Manager and City Attorney concerning any changes deemed necessary.

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INTRODUCED at a regular meeting of the City Council of the City of Santa Maria, California, held on the 16th day of January 2024, and **PASSED AND ADOPTED** at a regular meeting held this 6th day of February 2024, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

ATTEST:

Mayor

Chief Deputy City Clerk

APPROVED AS TO FORM:

City Attorney

APPROVED AS TO CONTENT:

Department Director

Interim City Manager