



## Betteravia Plaza Chevron Project

Addendum to the 2015 Final Environmental Impact Report for  
the Betteravia Plaza Project (GPZ-2014-0002)

SCH #2015011029

*prepared by*

**City of Santa Maria**

110 South Pine Street #101

Santa Maria, California 93458

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**June 2023**



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# 1 Introduction

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This EIR Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. This document has been prepared to serve as an Addendum to the previously approved 2015 Final Environmental Impact Report (EIR; State Clearinghouse [SCH] #2015011029) for the Betteravia Plaza General Plan Amendment, Land Use and Zoning Change, Conceptual Planned Development Permit, and Development Agreement (“Original Project”; GPZ-2014-0002, PD2015-0006). The City of Santa Maria was the lead agency for the 2015 Final EIR and is the lead agency for the environmental review in this Addendum.

This Addendum addresses the proposed modifications in relation to the previous environmental review for the Original Project. Section 15164 of the *State CEQA Guidelines* states that an Addendum is the appropriate environmental document in the following instances:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

## 1.1 Background and Purpose of the EIR Addendum

The Final EIR for the Original Project was adopted in December 2015 by the City of Santa Maria. In conjunction with adoption of the 2015 Final EIR, the City of Santa Maria also approved the Original Project. The 2015 Final EIR is further supported by an accompanying Environmental Mitigation Monitoring Program. Information and technical analyses from the 2015 Final EIR are utilized or referenced throughout this Addendum. Relevant passages from the 2015 Final EIR are cited and available for review at the City of Santa Maria’s Community Development Department office located at 110 South Pine Street #101, Santa Maria, California 93458 and online on the City’s Planning Division website.

The 2015 Final EIR for the Original Project evaluated a mixed-use project located on a 55-acre parcel northeast of the intersection of West Betteravia Road and South Blosser Road, and west of the Santa Maria Valley Railroad (SMVRR) right-of-way. The Original Project included a General Plan amendment and rezone to change the land use classification and zoning of the site from Light Industrial to a combination of neighborhood-scale retail commercial center, compatible office development, and high-density residential dwelling units. As proposed, at full buildout the Original Project would accommodate up to 285,400 square feet of neighborhood-scale retail commercial use on 27.7 acres, up to 64,400 square feet of professional office use on 5.6 acres, and high-density residential units at a maximum density of 17 dwelling units per acre on 15.98 acres (272 units). The Original Project anticipated future buildout to occur in phases. A Planned Development overlay was applied to the entire property.

## **Project Site**

The project applicant proposes modifications to the Original Project, herein referred to the “Modified Project.” The Original Project included concept plans for a Gasoline/Service Station and a pharmacy/drugstore without a drive-through on the project site. The modified project consists of a convenience store, fueling pumps, car wash, and quick-serve restaurant. The fueling station includes 10 dispensers with 20 fueling positions, dispensing regular and supreme grades of gasoline and diesel. The regional location of the Modified Project is shown on Figure 1. The project location, including lot number and APN, is shown on Figure 2. The Modified Project site covers 2.56 acres and is currently zoned PD/C-2 General Commercial with Planned Development overlay. This lot is currently undeveloped and consist of barren, graded land.

The Modified Project site is generally located approximately 1.5 miles west of U.S. Highway 101, approximately 0.5 mile west of State Route 135, and approximately 2 miles south of Highway 166, also known locally as Main Street. More specifically, the site is bounded by Carmen Lane to the north, Betteravia Road to the south, South Blosser Road to the west, and the Santa Maria Valley Railroad tracks to the east. The site is surrounded by commercial and industrial uses to the south, east, and west, and planned residential uses and an elementary school to the north. There are also residential uses to the east of the site.

## **Addendum**

This document is an Addendum to the adopted 2015 Final EIR and has been prepared by the City of Santa Maria to evaluate the potential environmental impacts of the proposed Modified Project. This Addendum has been prepared in accordance with the relevant provisions of CEQA and Section 15164 of the *State CEQA Guidelines*. A detailed description of the Modified Project is provided in Section 2, *Project Description*, of this Addendum.

## **1.2 Basis for the Addendum**

When an EIR has been adopted and a project is modified or otherwise changed after adoption, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162, 15163 and 15164 of the *State CEQA Guidelines*.

Section 15162(a) of the *State CEQA Guidelines* states no subsequent EIR shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

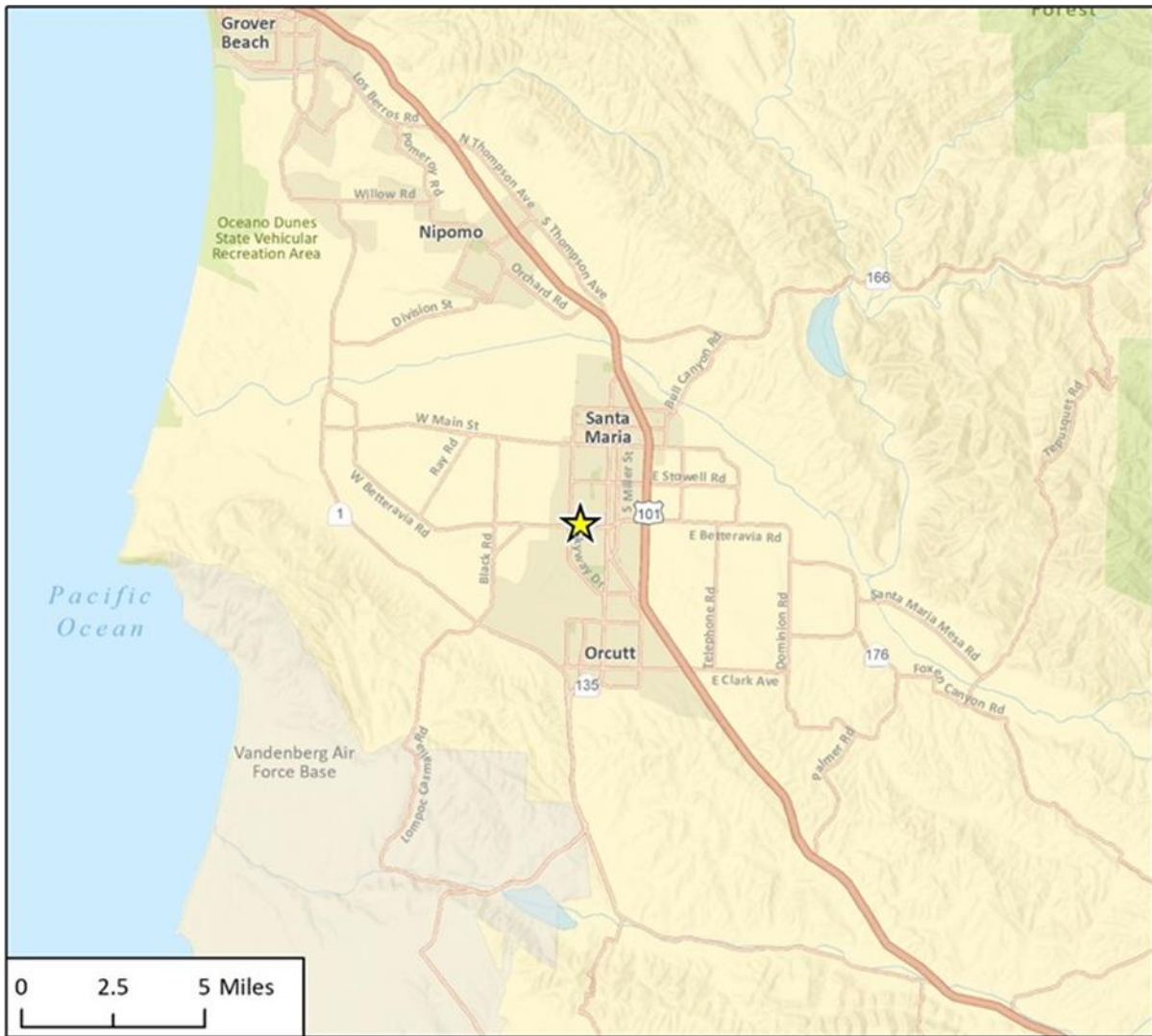
- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to Section 15164(b) of the State CEQA Guidelines, an Addendum to an EIR may be prepared by the lead agency that prepared the original EIR if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 have occurred that require preparation of a subsequent EIR or negative declaration. An Addendum must include a brief explanation of the agency's decision not to prepare a subsequent EIR and be supported by substantial evidence (Section 15164[e]). An Addendum need not be circulated for public review, but it may be included in or attached to the final EIR or adopted negative declaration (Section 15164[c]). The decision-making body must consider the Addendum with the final EIR or adopted negative declaration prior to making a decision on the project (Section 15164[d]).

An Addendum to the adopted 2015 Final EIR for the Original Project is appropriate to address the proposed Modified Project because the proposed modifications to the Original Project do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR or negative declaration. The Modified Project would not result in new or more severe impacts related to: 1) substantial changes to the Original Project which require major revisions to the adopted 2015 Final EIR; 2) substantial changes to the circumstances under which the Original Project are being undertaken which will require major revisions to the adopted 2015 Final EIR; or 3) new information of substantial importance showing significant effects not previously examined.

The 2015 Final EIR and this Addendum to the 2015 Final EIR serve as informational documents to inform decision-makers and the public of the potential environmental consequences of approving the Modified Project. This Addendum neither controls nor determines the ultimate decision for approval of the Modified Project, described further in Section 2, *Project Description*. The information presented in this Addendum to the 2015 Final EIR will be considered by the City of Santa Maria alongside the 2015 Final EIR prior to making a decision on the Modified Project.

Figure 1 Regional Location



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★ Project Location

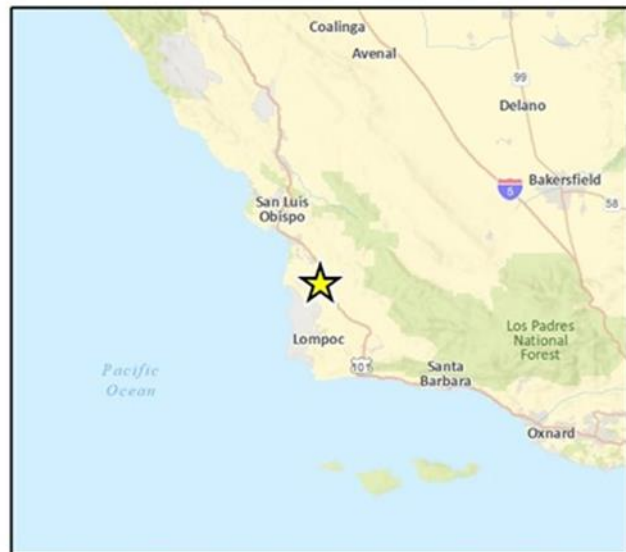


Fig. 1 Regional Project Location

Figure 2 Project Location



## **2 Project Description**

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### **2.1 Project Title and Location**

Betteravia Plaza Chevron Project  
Lot 5 of Tract 6008, NE Corner of West Betteravia Road and Walker Avenue; Santa Maria, California, 93455; Assessor's Parcel Number: 117-900-005

### **2.2 Lead Agency, Contact and Preparer**

Carol Ziesenhenne, Senior Planner  
City of Santa Maria, Community Development Department  
110 South Pine Street, #101  
Santa Maria, California 93458  
(805) 925-0951, x1607; [cziesenhenne@cityofsantamaria.org](mailto:cziesenhenne@cityofsantamaria.org)

### **2.3 Project Sponsor's Name and Address**

Morris Kautz, Jr.  
1284 North Grand Avenue  
Grover Beach, CA 93433

### **2.4 General Plan Designation**

Lot 5 of Tract 6008 is designated in the City of Santa Maria General Plan as CC Community Commercial (Figure 3). The remainder of the land within the Original Project site that is not subject to the requested modification is currently designated as CC Community Commercial, CPO Commercial Professional Office, and HDR High Density Residential.

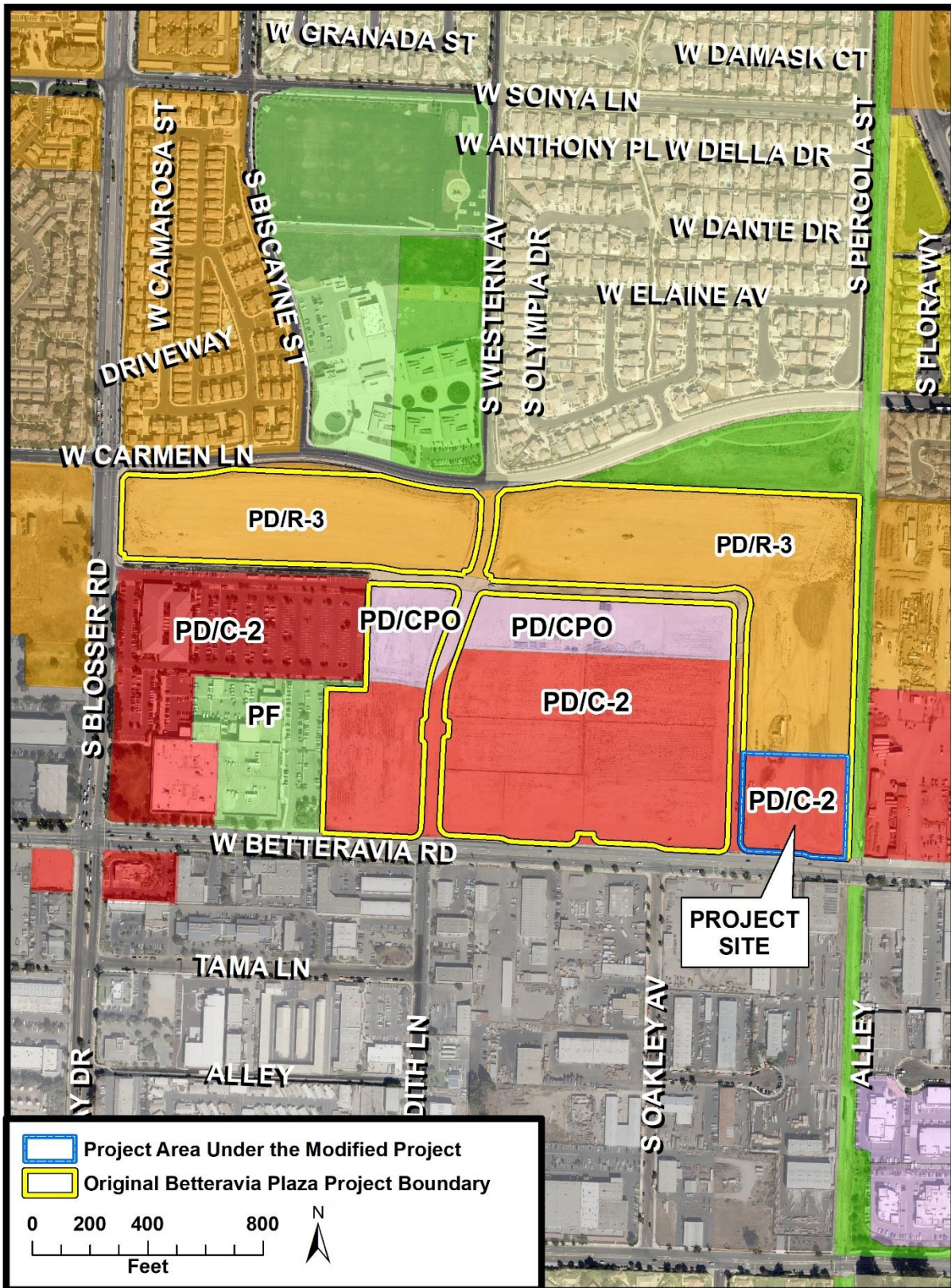
### **2.5 Zoning Designation**

Lot 5 of Tract 6008 is zoned PD/C-2 General Commercial with Planned Development overlay (Figure 3). The remainder of the land within the Original Project site that is not within the project area is currently zoned PD/C-2 General Commercial with Planned Development overlay, PD/CPO Commercial & Professional Office with Planned Development overlay, and PD/R-3 High Density Residential with Planned Development overlay.

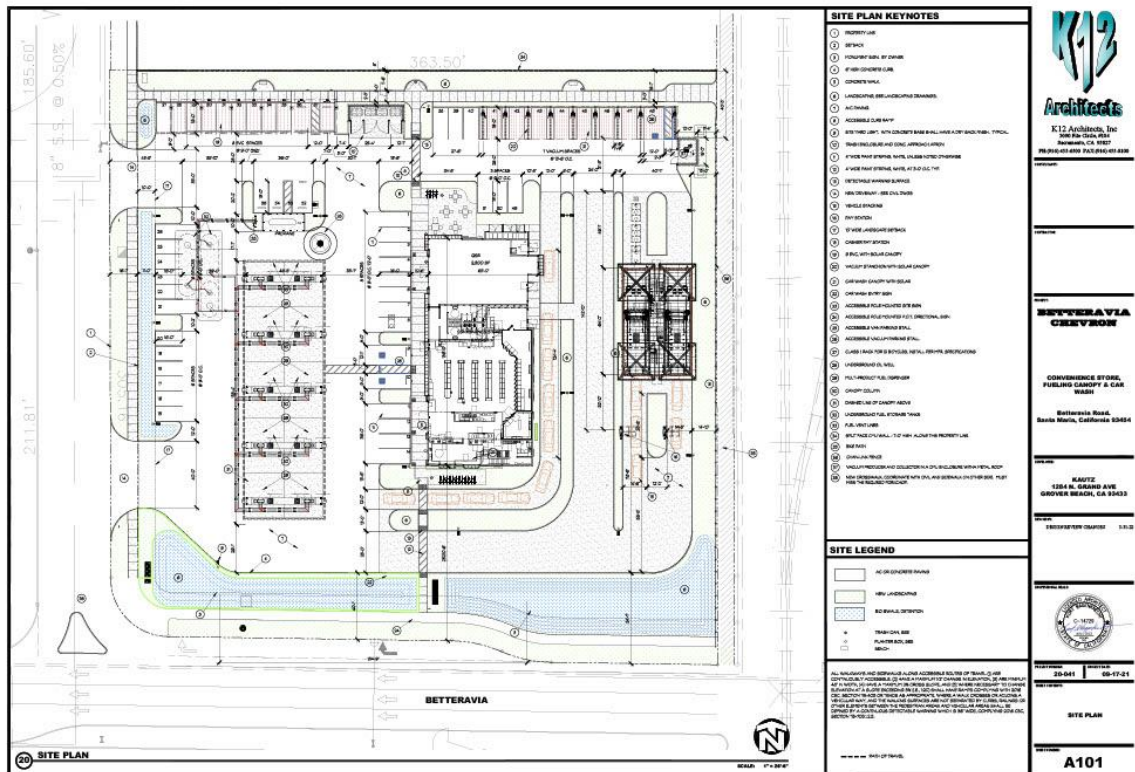
### **2.6 Description of Project**

The Modified Project consists of a convenience store, fueling pumps, car wash and a quick-serve restaurant. The fueling station includes 10 dispensers with 20 fueling positions, dispensing regular and supreme grades of gasoline and diesel. The project is located at the northeast corner of Betteravia Road and Walker Avenue, Lot 5 of Tract 6008 within the Original Project Site (Assessor Parcel Number 117-900-005).

Figure 3 Existing Land Use and Zoning



**Figure 4 Proposed Plot Plan**



## 2.7 Surrounding Land Uses and Setting

### Project Site Setting

The project site is generally located approximately 1.5 miles west of U.S. Highway 101, approximately 0.5 mile west of State Route 135, and approximately 2 miles south of Highway 166, also known locally as Main Street. The site is bounded by Carmen Lane to the north, Betteravia Road to the south, South Blosser Road to the west, and the Santa Maria Valley Railroad tracks to the east. Lot 5 of Tract 6008 consist of barren, graded land that was previously in use as agricultural fields that had been actively farmed since the 1940's. Dirt roads transect the site in a north-south and east-west direction.

### Surrounding Land Uses

The project site is an infill property surrounded by existing and planned urban development. The parcels immediately surrounding the project site have land use classifications of High Density Residential to the North, Community Commercial to the East, Heavy Commercial Manufacturing to the South, and Heavy Commercial Manufacturing, Neighborhood Commercial to the West. The site is surrounded by commercial and industrial uses to the south, east, and west, and planned residential uses and Jiménez Elementary School to the north. There are also residential uses to the east of the site. There are also additional residential uses, the Santa Maria Valley Railroad tracks, and agricultural-related industrial uses to the east.

## 2.8 Other Public Agencies Whose Approval is Required

The project would require discretionary approvals of a Planned Development Permit by the City of Santa Maria.

## 2.9 California Native American Tribes Consultation

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined for California Environmental Quality Act (CEQA) projects.

On April 19, 2022, the City of Santa Maria sent letters to the local Native American contacts identified by the NAHC. No requests for consultation on this project were received.

### **3 Potential Impacts of the Modified Project**

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This addendum evaluates potential environmental impacts that could result from the Modified Project. Appendix G of the CEQA Guidelines provides a checklist of environmental issue areas that are suggested as the issue areas that should be assessed in CEQA analyses. This addendum tiers off the 2015 Betteravia Plaza General Plan Amendment Land Use and Zone Change and Development Agreement Final EIR. It addresses each of the environmental issue areas suggested by Appendix G of the CEQA Guidelines and updates the analysis based on current conditions, as listed below.

Potential environmental impacts of the Modified Project are considered in comparison with the 2015 Final EIR to determine whether impacts associated with the Modified Project are consistent with the impact analysis provided in the 2015 Final EIR, and whether additional mitigation measures are required to minimize or avoid potential impacts. For the purposes of this impact analysis, the “Original Project” refers to the actions approved by the 2015 Final EIR. All mitigation measures identified in the 2015 Final EIR that are applicable to the Modified Project are listed in Appendix A of this addendum.

#### **CEQA Guidelines Appendix G Environmental Checklist**

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

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## 3.1 Aesthetics/Visual Resources

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Section 5.1	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Section 5.1	No	No	No	N/A
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Section 5.1	No	No	No	Yes
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Section 5.1	No	No	No	N/A

*Setting:*

The Modified Project site consists of barren, graded land on lot 5 of Tract 6008, which was previously in use as agricultural fields. The topography of the site is generally flat. Several hundred feet to the northernmost perimeter of the site are steeper sloping remnants of the Betteravia Escarpment. The Betteravia Escarpment is an ancestral riverbank of the Santa Maria River and is now a cliff-like feature that extends along most of the northerly portion of the Original Betteravia Plaza project site. The escarpment slopes downward to Carmen Lane on the north and elevates the majority of the development area to varying heights of approximately eight to 18 feet above the Carmen Lane roadway surface.

The primary views of the of the project site are from vantage points along Betteravia Road, south of the project site. Portions of the project site are also visible from Walker Road to the west. From the north along Carmen Lane, views of the site are obstructed due to the height of the Betteravia Escarpment.

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

According to the 2015 Final EIR, no prominent scenic vistas would be affected by development on the Original Project site. Although lot 5 is currently undeveloped, this land has been disturbed by historical oil production and agricultural cultivation and is now graded and barren. Additionally, the Original Project site is an infill site, located within an urbanized area which has been planned and zoned for urban development, and is surrounded by completed or developing projects. Scenic vistas are not formally defined in the City of Santa Maria General Plan and no important scenic vistas are identified on or in the vicinity of the project site. For these reasons, the 2015 Final EIR determined that impacts to scenic vistas would be less than significant.

The Modified Project would construct a 6,100-square foot mixed-use gas station and convenience store. These changes would not result in new obstructions or adverse effects on any scenic vistas. Therefore, the Modified Project would not result in new or substantially more severe impacts to scenic vistas than those identified in the 2015 Final EIR, and no mitigation measures for impacts to scenic vistas would apply to the project.

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

According to the 2015 Final EIR, the Original Project site is located within an urbanized area and the site is planned and zoned for future urban development. The 2015 Final EIR concluded there are no scenic resources on or in proximity to the Original Project site and impacts to scenic resources from development on the project site would be less than significant.

The Modified Project site is not visible from any eligible or officially designated State Scenic Highways. Scenic resources are not formally defined in the City of Santa Maria General Plan. However, there are no trees, rock outcroppings, historic buildings, monuments, public art, or any other scenic resources identified on or in the vicinity of the Modified Project site. Therefore, because the project is not visible from a scenic highway and there are no designated scenic resources onsite or in the immediate vicinity, the Modified Project would not result in new or substantially more severe impacts to scenic resources than those identified in the 2015 Final EIR. No mitigation measures for impacts to scenic resources would apply to the project.

*c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

According to the 2015 Final EIR, development on the Original Project site would change the visual character of the site from undeveloped agricultural use to high-intensity, mixed-use urban development. As discussed in the 2015 Final EIR, the Carmen Lane right-of-way, the public school, and an adjoining open space area would provide a degree of separation between development on the Original Project site and future neighborhoods to the north, which would reduce the potential impacts to visual character. The 2015 Final EIR determined that design standards in the form of mitigation measures would be established during project specific CEQA review to define and clarify the minimum

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degree of visual quality expected to occur under subsequent Planned Development Permits. In addition, mitigation measures AES-1 through AES-3 in the Initial Study for the 2015 Final EIR would reduce potential height, bulk, and scale impacts of new buildings to a less than significant level.

The proposed project is designed to complement the approved apartments to the north and to serve as transition area between those apartments and the industrial buildings to the south of the site, across Betteravia Road. The proposed project would be required to be designed in accordance with the standards and design guidelines for C-2 zoned areas and planned development overlay requirements, as detailed in the City's Zoning Ordinance. All architectural elevations, site plans, and landscape plans would be reviewed by the designated review authority for compliance with the adopted plans, policies and ordinances of the City prior to the project approval. Therefore, the Modified Project would not result in new or substantially more severe impacts to the existing visual character or quality of the site than those identified in the 2015 Final EIR with the incorporation of mitigation measures AES-1 through AES-3.

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

According to the 2015 Final EIR, any lighting fixtures would be designed and located as necessary to minimize light glare to off-site locations in accordance with the Santa Maria Municipal Code (SMMC) Section 12-33.307 (Glare) and the Engineering Division standard specifications (S-106 Streetlights). For these reasons, the 2015 Final EIR determined that impacts to light or glare as a result of development on the project site would be less than significant.

The Modified Project would be required to abide by all applicable SMMC regulations and specifications for light and glare. Therefore, the Modified Project would not result in new or substantially more severe impacts from light and glare than those identified in the 2015 Final EIR, and no mitigation measures for impacts from light or glare would apply to the project.

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## 3.2 Agriculture and Forestry Resources

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Section 5.2	No	No	No	N/A
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	Section 5.2	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	Section 5.2	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Section 5.2	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Section 5.2	No	No	No	N/A

*Setting:*

Lot 5 of Tract 6008 within the Modified Project site is currently undeveloped and consists of barren, graded land that was previously in use as agricultural fields. No farmlands, forest lands, or timberlands are present within the Modified Project site.

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

According to the 2015 Final EIR, the Original Project site was used for production of row crops and identified as unique farmland. However, the City's General Plan has identified the Original Project site as land planned for, and committed to, non-agricultural use in the future. According to Figure RME-2 of the Santa Maria General Plan Resources Management Element, the Original Project site is not within an area identified as having prime Class I or Class II soils. The entirety of the Original Project site is surrounded by urban land uses and, thus, generally isolated from other contiguous and supportive agricultural land and agricultural facilities. For these reasons, the 2015 Final EIR determined that impacts to Farmland were less than significant.

The Modified Project would include the construction of a mixed-use gas station and convenience store. Constructing the Modified Project would not result in the conversion of Farmland to non-agricultural use because lot 5 of Tract 6008 is already graded and barren. Furthermore, the Modified Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Therefore, the Modified Project would not result in new or substantially more severe impacts to Farmland than those identified in the 2015 Final EIR, and no mitigation measures for impacts to Farmland would apply to the project.

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

According to the 2015 Final EIR, there is no Williamson Act Contract on the Original Project site. For this reason, the 2015 Final EIR determined that impacts related to conflicts with agricultural zoning or a Williamson Act were less than significant.

The Modified Project site is not zoned for agricultural use and is not subject to a Williamson Act Contract. Therefore, the proposed rezoning under the Modified Project would not result in new or substantially more severe impacts to existing zoning or a Williamson Act contract than those identified in the 2015 Final EIR, and no mitigation measures for such impacts would apply to the project.

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

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

According to the 2015 Final EIR, there are no trees or forest land of any kind on the Original Project site, and the site is currently approved for urban development. For this reason, the 2015 Final EIR determined that no impact to forest land would occur.

The Modified Project site is within the Original Project site boundary. The entirety of the Modified Project site is zoned for urban use. There is no forest land of any kind on the Modified Project site.

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Therefore, the Modified Project would not result in new or substantially more severe impacts to forest land than those identified in the 2015 Final EIR, and no mitigation measures for impacts to forest land would apply to the project.

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

The 2015 Final EIR noted that the City's General Plan identifies the Original Project site as land planned for non-agricultural use with agricultural use considered to be interim. The Original Project is surrounded by urban development and is planned and zoned for future urban development. The Land Evaluation and Site Assessment (LESA) analysis determined conversion of agricultural land to urban uses would not be significant. For these reasons, the 2015 Final EIR determined that impacts would be less than significant.

The Modified Project site encompasses the same property as the Original Project. The Modified Project site does not contain any agricultural uses or forest lands. The entirety of the Modified Project is zoned for urban use. Therefore, the Modified Project would not result in new or substantially more severe impacts related to the conversion of Farmland or forest lands than those identified in the 2015 Final EIR, and no mitigation measures for such impacts would apply to the Modified Project.

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## 3.3 Air Quality

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Section 4.1	No	No	No	N/A
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Section 4.1	No	No	No	Yes
c. Expose sensitive receptors to substantial pollutant concentrations?	Section 4.1	No	No	No	N/A
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Section 4.1	No	No	No	N/A

*Setting:*

The Modified Project is located in the South Central Coast Air Basin (SCCAB), which includes all of Ventura, Santa Barbara, and San Luis Obispo counties, and is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). Santa Barbara County is currently designated nonattainment for the state standard for PM<sub>10</sub>, nonattainment for the state standard for 1-hour and 8-hour O<sub>3</sub>, and attainment or unclassifiable for all other federal and state ambient air quality standards (SBCAPCD 2022). An Air Quality and Greenhouse Gas emissions assessment was completed and a technical memorandum was prepared by Dudek on February 17, 2023 and is referenced throughout this section.

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

According to the 2015 Final EIR, the Original Project would be consistent with the SBCAPCD 2013 Clean Air Plan and impacts relative to compliance with the Clean Air Plan would be less than significant. The total number of housing units generated by the Original Project would not exceed the housing unit increase forecasted by Santa Barbara County Association of Governments (SBCAG) between 2020 and 2040 and would be within the growth forecast assumptions used in the 2013 Clean Air Plan. Therefore, the Original Project’s emissions were accounted for in the growth assumptions of the Clean Air Plan. In addition, the Original Project incorporated mixed uses that

would be anticipated to decrease reliance on automobiles for some trips. For these reasons, the 2015 Final EIR determined that impacts related to conflicts or obstruction of implementation of applicable air quality plans would be less than significant.

The most recent Clean Air Plan ("2022 Ozone Plan") was published December, 15 2022 (SBCAPCD 2022). In order to determine consistency with a Clean Air Plan, a project's direct and indirect emissions must be accounted for in the growth assumptions of the Clean Air Plan and the project must be consistent with the policies in the Air Quality Supplement of the County's Land Use Element (SBCAPCD 2015). Populations that remain within the 2022 Ozone Plan and SBCAG forecasts are accounted for with regard to SBCAPCD emissions inventories. When population growth exceeds these forecasts, emission inventories could be surpassed, affecting attainment status.

The site consists of 2.56 acres zoned Planned Development Overlay/General Commercial which is generally assigned to large undeveloped parcels that are suitable for a combination of land uses, including visitor serving commercial facilities. The modified project would be of a similar size, design, and land use intensity as the approved project and the modified project would be consistent with the uses allowed within the Planned Development/General Commercial zoning.

The project would not conflict with or propose to substantially change existing land use or applicable land use policies as designated in the City's General Plan; therefore, the project was included in the 2022 Ozone Plan. Similarly, the project does not have any growth inducing features. As such, the modified project would not result in new significant environmental effects or in a substantial increase in the severity of a previously identified significant effect relative to consistency with an applicable air quality plan.

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

According to the 2015 Final EIR, temporary increases in localized air pollutant emissions during construction of the Original Project would not contribute substantially to an existing or projected air quality violation. However, the Original Project would result in an increase in operational air pollutant emissions that would exceed long-term quantitative thresholds for vehicle emissions of reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>). Because the Santa Barbara County portion of the SCCAB, which includes the City of Santa Maria, is a nonattainment area for the state PM<sub>10</sub> standard, construction emissions control measures are required for all projects involving earthmoving activities regardless of size or duration. Mitigation Measures AQ-1(a) through AQ-1(g) in the 2015 Final EIR include dust and emission control measures to ensure impacts to air quality from construction activities would be less than significant. The 2015 Final EIR determined project generated emissions would not exceed SBCAPCD thresholds for combined operational emissions, but ROG and NO<sub>x</sub> from vehicle trips would exceed SBCAPCD thresholds for operational emissions from mobile sources. Mitigation Measure AQ-2 in the 2015 Final EIR was required for the Original Project and included design features to promote non-automobile travel and reduced reliance on vehicle trips to reduce mobile emissions. However, vehicle emissions would remain above SBCAPCD thresholds for ROG and NO<sub>x</sub> even after mitigation. For these reasons, the 2015 Final EIR determined that impacts to air quality were significant and unavoidable.

## Construction Emissions

The Modified Project would generate temporary construction emissions. The primary source of ROGs, nitrogen oxides NO<sub>x</sub>, carbon monoxide (CO), and sulfur oxides (SO<sub>x</sub>) emissions is from internal combustion of construction equipment exhaust and on-road haul-truck trips, while the majority of particulate matter emissions occur as a result of fugitive dust emissions generated during grading and excavation activities. The primary sources of PM<sub>10</sub> and PM<sub>2.5</sub> emissions are clearing activities, excavation and grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed earth surfaces.

The City of Santa Maria and SBCAPCD have not adopted quantitative significance criteria for temporary construction emissions associated with conventional land development projects. However, SBCAPCD recommends quantification of construction-related emissions from construction activities and uses 25 tons per year for ROG and NO<sub>x</sub> as a guideline for determining the significance of construction impacts. This analysis uses 25 tons per year as a significance threshold for construction-related emissions.

Construction emissions were estimated for the Modified Project based on the proposed land use distribution using the latest version of the California Emissions Estimator Model (CalEEMod; version 2022.1.1.5) and compared to the emissions estimates for the Original Project (Dudek, 2023, Attachment A). A comparison of the estimated construction emissions is shown in Table 1.

**Table 1 Comparison of Construction Emissions Generation**

	Maximum Emissions (tons/year)			
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>
<b>Original Project</b>				
Maximum tons/year	0.24	1.7	1.58	0.14
SBCAPCD Thresholds	25	25	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A
<b>Modified Project</b>				
Construction	0.14	0.87	1.04	0.16
SBCAPCD Thresholds	25	25	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A
Source: 2015 Final EIR and CalEEMod v.2022.1.1.5, annual emissions reports. Modeling results from Dudek, 2023 contained in Appendix A.				

As shown in Table 1, the Modified Project would result in lower emissions of ROG, NO<sub>x</sub>, and CO, and higher emissions of PM<sub>10</sub> from construction than the development included in the Original Project. Neither the Original nor Modified Project would result in emissions exceeding SBCAPCD thresholds (Dudek 2023; Attachment A). As for the Original Project, because the Santa Barbara County portion of the SCCAB is a nonattainment area for the state PM<sub>10</sub> standard, construction emissions control measures would be required for the Modified Project. Accordingly, the Modified Project would be subject to Mitigation Measures AQ-1(a) through AQ-1(g) from the 2015 Final EIR to reduce or avoid air pollutant emissions from construction activities to the extent possible.

## Operational Emissions

Operational emissions associated with the Modified Project would be generated by both stationary and mobile sources as a result operation of the modified project and approved project after all phases of construction have been completed. Stationary emissions would be generated by loading, breathing, refueling, spillage, and hose permeation of the fueling station. It was assumed that the proposed project would have an assist controlled with EVR hose type. As the proposed project would have an annual throughput of less than 1 million gallons per year, the Phase II hourly throughput of 500 gallons per hour was assumed. Mobile emissions would be generated by vehicles traveling to and from the project site.

Based on the criteria suggested by the SBCAPCD, a project would not have a significant air quality effect on the environment if operation of the project would:

- Emit (from all project sources, mobile and stationary), less than the daily trigger (Currently 240 pounds per day for NOX and ROC, 80 pounds per day for PM10, and 240 pounds per day for attainment pollutants (except PM2.5 and carbon monoxide) for offsets set in the APCD New Source Review Rule, for any pollutant; and
- Emit less than 25 pounds per day of oxides of nitrogen (NOX) or reactive organic compounds (ROC) from motor vehicle trips only; and
- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except O3); and
- Not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state Air Quality Plans.

Operational emissions for the Modified Project were estimated in CalEEMod based on the proposed land use distribution and compared to the emissions estimates for the Original Project. A comparison of the estimated operational emissions is shown in Table 2.

**Table 2 Comparison of Operational Emissions Generation**

	Maximum Emissions (lbs/day)		
	ROG	NO <sub>x</sub>	PM <sub>10</sub>
<b>Original Project</b>			
Area Source	0.11	0.01	<0.01
Energy	<0.01	<0.01	<0.01
Mobile	44.1	19.3	4.41
<b>Total</b>	<b>44.2</b>	<b>19.3</b>	<b>4.41</b>
Threshold ( <i>area + energy + mobile</i> )	240	240	80
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>N/A</b>
Threshold ( <i>mobile only</i> )	25	25	N/A
<b>Threshold Exceeded?</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>
<b>Modified Project</b>			
Area Source	0.39	<0.01	<0.01
Energy	0.2	1.5	0.01

	Maximum Emissions (lbs/day)		
	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Mobile	37.2	14.8	4.01
<b>Total</b>	<b>38.4</b>	<b>14.9</b>	<b>4.02</b>
Threshold ( <i>area + energy + mobile</i> )	240	240	80
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>N/A</b>
Threshold ( <i>mobile only</i> )	25	25	N/A
<b>Threshold Exceeded?</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>

Source: 2015 Final EIR and Dudek 2023, CalEEMod v.2020.4.0, annual emissions reports. Modeling results from Dudek, 2023 contained in Appendix B.

As shown in Table 2, emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> from the Modified Project would be lower than operational emissions from the Original Project. Modified Project operation would generate up to 38.4 lbs/day of ROG, 14.9 lbs/day of NO<sub>x</sub>, and 4.02 lbs/day of PM<sub>10</sub>. These emissions would not exceed the SBCAPCD significance thresholds of 240 lbs/day for ROG and NO<sub>x</sub> and 80 lbs/day PM<sub>10</sub> for combined operational emissions. However, as would the Original Project, the Modified Project would result in 37.2 lbs/day of ROG from vehicle trips, which would exceed the SBCAPCD thresholds for operational emissions from mobile sources.

Mitigation measure AQ-2 from the 2015 Final EIR would be required to reduce ROG emissions from vehicle trips by promoting non-automobile travel and reduced reliance on vehicle trips. Although the Modified Project will incorporate all feasible mitigation measures applicable to this type of development, it is unlikely that the measures can reduce mobile source emission to below the SBCAPCD criteria. Similar to the Original Project, this impact would remain significant and unavoidable.

In summary, with implementation of Mitigation Measures AQ-1(a) through AQ-1(g), and AQ-2 from the 2015 Final EIR, the Modified Project would not result in new or substantially more severe impacts to air quality nor require new mitigation measures when compared to those that were anticipated in the air quality analysis included in the 2015 Final EIR.

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

According to the 2015 Final EIR, the Original Project would not expose residential uses onsite or in the vicinity, or other sensitive receptors, to substantial pollutant concentrations. The primary source of air pollutant emissions from the proposed residential, commercial, and offices uses would be new vehicle trips on area roadways. Based on allowed uses under the former PD/M-1 Planned Development/Light Manufacturing zoning, the 2015 EIR concluded the potential for air pollutant emissions would be slightly lessened by the residential, commercial, and offices uses allowed under the Original Project. For these reasons, the 2015 Final EIR determined potential impacts from exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

Construction of the Modified Project would result in temporary emissions of diesel particulate matter (DPM), which consists of exhaust PM<sub>2.5</sub> and PM<sub>10</sub> and is a Toxic Air Contaminant (TAC). The Modified Project would be required to comply with the California Air Resources Board (CARB) Airborne Toxic Control Measures' anti-idling measure, which limits idling to no more than five minutes at any location for diesel-fueled commercial vehicles, as well as the required and applicable

Best Available Control Technology and the In-Use Off-Road Diesel Vehicle Regulation to avoid and/or reduce emissions of DPM associated with project construction to the maximum extent possible. The Modified Project would not include unique sources of substantive TAC emissions identified by the SBCAPCD or CARB-siting recommendations. Therefore, the Modified Project would not expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for TACs and would not exacerbate existing environmental conditions associated with DPM emissions at the site from heavily trafficked roadways in the vicinity of the Modified Project site. With implementation of the required CARB DPM control measures, no mitigation measures would be required for modified project.

During operation, the project would emit TACs from the gasoline station. A health risk assessment was prepared to evaluate potential health risk impacts of the project during operation (Dudek 2022).

**Table 3 Operational Health Risk Assessment Results**

<b>Impact Parameter</b>	<b>Units</b>	<b>Project Impact</b>	<b>CEQA Threshold</b>	<b>Level of Significance</b>
Maximally exposed individual - Residential	Per Million	0.6	≥10	Less than Significant
Maximally exposed individual - Worker	Per Million	<0.1	≥10	Less than Significant
Maximally exposed individual – Sensitive Receptor	Per Million	<0.1	≥10	Less than Significant
Chronic Hazard Index - Residential	Index Value	<0.1	>1	Less than Significant
Chronic Hazard Index - Worker	Index Value	<0.1	>1	Less than Significant
Chronic Hazard Index – Sensitive Receptor	Index Value	<0.1	>1	Less than Significant
Acute Hazard Index – Residential	Index Value	<0.1	>1	Less than Significant
Acute Hazard Index – Worker	Index Value	<0.1	>1	Less than Significant
Acute Hazard Index – Sensitive Receptor	Index Value	<0.1	>1	Less Than Significant

Note: CEQA = California Environmental Quality Act  
 Source: Dudek 2022

The Modified Project would not result in new or substantially more severe impacts from exposure of sensitive receptors to substantial pollutant concentrations than those determined in the 2015 Final EIR.

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

According to the 2015 Final EIR, the Original Project would not create objectionable odors affecting a substantial number of people and potential impacts from exposure to objectionable odors would be less than significant. Similar to the Original Project, the Modified Project would involve construction of commercial uses.

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would not lead to new impacts, and no previously identified significant impacts would substantially increase in severity.

Land uses and industrial operations associated with odor complaints include fast food restaurants, bakeries, coffee roasting facilities, agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SBCAPCD 2017). The project would include a fast food restaurant component; however, receptors would be separated by parking lots and other commercial services based on the project layout which should reduce the potential for incompatibility due to odors. As such, impacts would remain less than significant for the modified project. The modified project would not lead to new impacts, and no previously identified significant impacts would substantially increase in severity.

Therefore, the Modified Project would not result in any new or significantly increased impacts from other emissions, such as those leading to odors, beyond what was analyzed in the 2015 Final EIR for the Original Project.

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## 3.4 Biological Resources

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Section 5.3	No	No	No	N/A
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Section 5.3	No	No	No	N/A
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Section 5.3	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Section 5.3	No	No	No	N/A

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Section 5.3	No	No	No	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Section 5.3	No	No	No	N/A

*Setting:*

Lot 5 of Tract 6008 consists of barren, graded land that was previously in use as agricultural fields. The entire Modified Project site is zoned for urban use and is void of streams, drainage swales, or potential wetlands.

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

As discussed in the 2015 Final EIR, field investigations extending between 2010 to September 2014 did not result in any discovery of flora or fauna that is considered a candidate, sensitive, or special status species. Given that the site had been actively farmed and tilled as cultivated row crops for more than 60 years, the Original Project site was considered to be marginal for use as wildlife habitat or bird nesting. Additionally, a California Natural Diversity Database (CNDDDB) search completed for the 2015 Final EIR did not identify any species listed as a candidate, sensitive or special status on the Original Project site. For these reasons, the 2015 Final EIR determined impacts to candidate, sensitive, or special status species would be less than significant.

Based on a review of the updated search of the *Santa Maria, California* USGS 7.5-minute topographic quadrangle and the eight surrounding quadrangles in the CNDDDB and California Native Plant Society (CNPS) databases, biological conditions on and around the Modified Project site have not substantially changed since the 2015 Final EIR. No new sensitive botanical species were identified in the records for the site or vicinity. One new sensitive wildlife species was identified in the 9-quad search area – the foothill yellow-legged frog (*Rana boylei*), which is a species of special concern on the state list of endangered species. The site is graded, and no native or otherwise undisturbed habitats are present on the Modified Project site. Due to the developed nature of the surroundings, disturbed/graded nature of the Modified Project site, and lack of native, riparian, or other suitable habitat in the area, the foothill yellow-legged frog is not anticipated to occur onsite or

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in the immediate vicinity. The Modified Project would not alter the existing disturbance footprint for development of lot 5 of Tract 6008. Therefore, the Modified Project would not result in new or substantially more severe impacts to candidate, sensitive, or special status species than those identified in the 2015 Final EIR, and no mitigation measures for impacts to candidate, sensitive, or special status species would apply to the project.

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

According to the 2015 Final EIR, there are no streams, drainage systems, or potential seasonal wetlands on the project site or in the immediate vicinity. Additionally, each phase of development would implement requisite measures to ensure post-project downstream runoff will mimic pre-project conditions. For these reasons, the 2015 Final EIR impacts to riparian habitat or other sensitive natural communities was determined to be less than significant.

The Modified Project site is within the Original Project site boundary. The Modified Project would not alter the existing disturbance footprint of the Original Project site. Additionally, the Modified Project is surrounded by urban development and no streams, drainage systems, or potential seasonal wetlands are present on the site or in the immediate project vicinity. Therefore, the Modified Project would not result in new or substantially more severe impacts to riparian habitat or other sensitive natural communities than those identified in the 2015 Final EIR, and no mitigation measures for impacts to riparian habitat or other sensitive natural communities would apply to the Modified Project.

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

According to the 2015 Final EIR, there are no known wetlands of any kind in the vicinity of the Original Project site. For these reasons, the 2015 Final EIR determined impacts to federally protected wetlands to be less than significant.

The Modified Project site is within the Original Project site boundary. There are no known of federally protected wetlands, as defined by Section 404 of the Clean Water Act, riparian habitat, or other sensitive natural community identified within the vicinity of the Modified Project. Thus, no impacts to wetlands would occur as a result of the Modified Project. Therefore, the Modified Project would not result in new or substantially more severe impacts to federally protected wetlands than those identified in the 2015 Final EIR, and no mitigation measures for impacts to federally protected wetlands would apply to the project.

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

According to the 2015 Final EIR, the Original Project site is surrounded by major roadways, by urban development on all sides, and parts of the project site have been used for over six decades for oil production and active row crop production. For these reasons, the 2015 Final EIR determined impacts to native, resident, migratory fish, and wildlife species would be less than significant.

The Modified Project site is within the Original Project site boundary. The Modified Project site is also surrounded by major roadways, by urban development on all sides, and parts of the Modified

Project site have been used for over six decades for oil production and active row crop production. The remainder of the site is already built out with urban uses. Moreover, the Resource Management Element of the Santa Maria General Plan has identified no such established native resident or migratory wildlife corridors on the project site or in the vicinity. The Modified Project is not anticipated to interfere with the movement of any native resident or migratory fish, nesting bird, or wildlife species. Therefore, the Modified Project would not result in new or substantially more severe impacts to native resident or migratory fish or wildlife than those identified in the 2015 Final EIR, and no mitigation measures for impacts to native resident or migratory fish or wildlife would apply to the project.

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

According to the 2015 Final EIR, the Original Project site did not have any existing trees and, thus, development of the site would not affect any trees. For this reason, the 2015 Final EIR determined impacts related to local policies or ordinances protecting trees or other biological resources would be less than significant.

The Modified Project site is comprised of a portion of the Original Project site. The SMMC Section 12-44.04(n)(3) requires that approved tree removals be replaced by a suitable tree species as defined within the ordinance. The Modified Project would be required to abide by this ordinance. Therefore, the Modified Project would not result in new or substantially more severe impacts related to local policies or ordinances protecting trees or other biological resources than those identified in the 2015 Final EIR, and no mitigation measures for such impacts would apply to the Modified Project.

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

According to the 2015 Final EIR, there are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local regional, or state habitat conservation plans near the project. For this reason, the 2015 Final EIR determined there would be no impact to any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local regional, or state habitat conservation plans.

The Modified Project site is within the Original Project site boundary. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local regional, or state habitat conservation plans near the Modified Project. Therefore, the Modified Project would not result in new or substantially more severe impacts due to conflict with adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local regional, or state habitat conservation plans than those identified in the 2015 Final EIR, and no mitigation measures for such impacts would apply to the Modified Project.

## 3.5 Cultural Resources

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Section 5.4	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological pursuant to §15064.5?	Section 5.4	No	No	No	N/A
c. Disturb any human remains, including those interred outside of formal cemeteries?	Section 5.4	No	No	No	N/A

*Setting:*

Lot 5 of Tract 6008 within the Modified Project site is currently undeveloped and consist of barren, graded land that was previously in use as agricultural fields. No known archeological or historic resources are present within the Modified Project site.

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

According to the 2015 Final EIR, Figure RME-5 of the Santa Maria General Plan and the cultural resources records search conducted in 2015 concluded that it is unlikely that there are historical or archaeological resources on the Original Project site. A historic building lies on a property to the east of the Original Project site but would not be impacted by the Original Project. For these reasons, the 2015 Final EIR determined that impacts to historical or archaeological resources would be less than significant.

An updated cultural resources records search was conducted in June 2022 for the Modified Project site and surroundings. No new historical or archaeological resources were identified. Conditions related to historic and archaeological resources on the project site have not changed since the analysis in the 2015 Final EIR because no resources have been identified. The grading for the Modified Project has been completed, and the Modified Project does not propose any changes that would result in additional site disturbance beyond what was evaluated in the 2015 Final EIR. Therefore, the Modified Project would not result in new or substantially more severe impacts to

historical or archaeological resources than those identified in the 2015 Final EIR, and no mitigation measures for impacts to historical or archaeological resources would apply to the project.

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

According to the 2015 Final EIR, the Original Project site was historically used for agriculture and the site is planned and zoned for future urban development. Based on existing developments in the area and historical agricultural uses, the 2015 Final EIR states that the Original Project should not disturb any human remains, including those interred outside of formal cemeteries. The Original Project would be required to include a discovery clause as condition of a tract map approval in case human remains are discovered. For these reasons, the 2015 Final EIR determined that impacts to human remains would be less than significant.

The Modified Project site is within the Original Project site boundary. The grading for the Modified Project has been completed, and the Modified Project does not propose any changes that would result in additional site disturbance. Therefore, it is unlikely that human remains would be disturbed due to the Modified Project. The Modified Project would be required to include a discovery clause as condition of Tract 6008 map approval. In the unlikely event that human remains are unearthed, no further disturbance shall occur until the County of Santa Barbara Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission within 24 hours, which will determine and notify a Most Likely Descendant, a representative of whom shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with these requirements would ensure that the Modified Project would not result in new or substantially more severe impacts to human remains than those identified in the 2015 Final EIR, and no mitigation measures for impacts to human remains would apply to the project.

## 3.6 Energy

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A; New CEQA checklist item added after 2015 Final EIR published	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A; New CEQA checklist item added after 2015 Final EIR published	No	No	No	N/A

*Setting:*

As of January 2021, Santa Maria customers began to receive their electricity from Central Coast Community Energy (C3E; previously known as Monterey Bay Community Power [MBCP]), which is a community choice energy agency which has committed to providing its customers with 100% carbon-free energy by the year 2030. Pursuant to Public Utilities Code Section 366.2, customers have the right to opt out of the community choice energy program and continue to receive service from the incumbent utility (Pacific Gas and Electric [PG&E]) if they so choose (C3E 2021). Natural gas for the city is provided by the Southern California Gas Company (SoCalGas). SoCalGas is one of the nation’s largest natural gas distribution utility companies, and it maintains 5.9 million meters of transmission lines and encompasses a service territory of 24,000 square miles (SoCalGas 2021).

The City of Santa Maria has not adopted a Climate Action Plan; however, the General Plan Resources Management Element includes goals for achieving increased energy conservation use within the city through increasing the energy efficiency of buildings, appliances, and buildings, as well as encouragement for development and the use of alternative forms of energy.

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- b. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The analysis in the 2015 Final EIR predates updates to the State CEQA Guidelines requiring the evaluation of potential impacts related to energy consumption and resources and, therefore, did not address such impacts.

The development of the Modified Project would involve the use of energy during construction and operation. Energy use during construction would primarily be from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Long-term operation of the project would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. The energy expenditure during construction would be nonrecoverable; however, construction would not require a large amount of fuel or energy usage because construction activities would be temporary in nature. Additionally, construction contractors would be required to comply with the provisions of the California Code of Regulations Sections 2449 and 2485 which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling more than five minutes to minimize unnecessary fuel consumption. Construction equipment would be subject to U.S. Environmental Protection Agency Code of Regulations Parts 1039, 1065, and 1068 which regulations emissions from heavy equipment with diesel engines. These measures would minimize inefficient fuel consumption. Therefore, the Modified Project would not result in new or substantially more severe impacts to energy during construction than what would occur with the Original Project, and no mitigation measures for impacts to energy use during construction would apply to the project.

Operation of new development under the Modified Project would result in the consumption of electricity and natural gas. However, the Modified Project would be subject to energy conservation requirements within the California Energy Code (Title 24, Part 6). Adherence to Title 24 requirements would ensure that the Modified Project is consistent with current energy standards and would not result in wasteful and inefficient use of non-renewable resources due to building operations. Therefore, the Modified Project would not result in new or substantially more severe impacts to energy during operation than what would occur with the Original Project, and no mitigation measures for impacts to energy use during operation would apply to the Modified Project.

## 3.7 Geology and Soils

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

- a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Section 5.5	No	No	No	N/A
2.	Strong seismic ground shaking?	Section 5.5	No	No	No	N/A
3.	Seismic-related ground failure, including liquefaction?	Section 5.5	No	No	No	N/A
4.	Landslides?	Section 5.5	No	No	No	N/A
b.	Result in substantial soil erosion or the loss of topsoil?	Section 5.5	No	No	No	N/A
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Section 5.5	No	No	No	N/A

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Section 5.5	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Section 5.5	No	No	No	N/A
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Section 5.4	No	No	No	N/A

*Setting:*

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

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

- a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
  - a.1 *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
  - a.2 *Strong seismic ground shaking?*
  - a.3 *Seismic-related ground failure, including liquefaction?*

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*a.4 Landslides?*

- b. Would the project result in substantial soil erosion or the loss of topsoil?*
- c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*
- d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

The 2015 Final EIR determined impacts from geology and soils hazards would be less than significant. While the Betteravia Escarpment along the northern perimeter of the site is recognized as a “steep slope” by the City of Santa Maria General Plan Safety Element, the 2015 Final EIR determined that potential hazards created by development in proximity to the escarpment would not be significant due to the limited height of the embankment.

The site has been graded since approval of the Original Project. However, geological conditions on the Modified Project site have not substantially changed since the analysis of the Original Project in the 2015 Final EIR. The commercial development proposed on lot 5 of Tract 6008 would be in the same location as the commercial development evaluated in the 2015 Final EIR. The Modified Project would be required to be constructed in compliance with all applicable local, state, and federal building code and construction standards. Future development of the site would also incorporate a landscape plan that would include a substantial planting of trees, shrubs, and groundcover, which would improve soil stability and lessen the chance of erosion. Additionally, standard construction measures, including implementation of a Stormwater Pollution Prevention Plan (SWPPP), would be required for development on the site to minimize the possibility of potential erosion impacts. Therefore, the Modified Project would not result in new or substantially more severe significant impacts relative to geological and soils conditions, and no mitigation measures would be required.

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

As with the Original Project evaluated in the 2015 Final EIR, the proposed commercial development on the Modified Project site would connect to the existing sewer system. Therefore, the Modified Project would not result in new or substantially more severe significant impacts associated with septic or alternative waste disposal systems, and no mitigation measures would be required.

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

The 2015 Final EIR determined that the Original Project would not destroy unique paleontological resources or geologic features and impacts to unique paleontological resources or geologic features would be less than significant.

The entire Modified Project site has previously been disturbed by historical agricultural operations and grading following approval of the Original Project. No paleontological resources have been identified onsite. Therefore, the Modified Project would not result in new or substantially more severe impacts to unique paleontological resources or geologic features than the Original Project, and no mitigation measures for impacts to unique paleontological resources or geologic features would apply to the project.

## 3.8 Greenhouse Gas Emissions

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Section 4.2	No	No	No	Yes
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Section 4.2	No	No	No	Yes

*Setting:*

Climate change is the observed increase in the average temperature of the earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHG) that contribute to the “greenhouse effect,” a natural occurrence that helps regulate the temperature of the planet. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat and contribute to an average increase in Earth’s temperature. GHGs occur naturally and from human activities. Human activities that produce GHGs include fossil fuel burning (coal, oil, and natural gas for heating and electricity, gasoline and diesel for transportation); methane generated by landfill wastes and raising livestock; deforestation activities; and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). The global warming potential (GWP) of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO<sub>2</sub>e), and is the amount of GHG emitted multiplied by its GWP. Potential impacts in California of global warming may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.

### Regulatory Framework

Following completion of the 2015 Final EIR for the Original Project, there have been several updates to the regulatory framework for reducing GHG emissions, which are detailed below.

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In response to climate change, California implemented Assembly Bill (AB) 32, the “California Global Warming Solutions Act of 2006.” AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15% reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill (SB) 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40% below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of 6.0 metric tons (MT) of CO<sub>2</sub>e by 2030 and 2.0 MT of CO<sub>2</sub>e by 2050 (CARB 2017).

**Project-Specific Efficiency Threshold**

A locally-appropriate 2030 project-specific threshold is derived from CARB’s recommendations in the 2017 Climate Change Scoping Plan Update. With the release of the 2017 Climate Change Scoping Plan Update, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (e.g., agriculture and industrial). Accordingly, consistent with the concerns raised in the Golden Door (2018) and Newhall Ranch (2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally-appropriate, evidence-based, project-specific threshold consistent with the SB 32 target.

To develop this threshold, the local planning area was evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. According to Table LU-2 in the City’s General Plan Land Use Element, there are no agricultural land uses within the city. Therefore, the Agricultural Emissions Sector was considered locally inappropriate and was removed from the State 2030 emissions forecast. Furthermore, Industrial Sector source emissions (i.e., oil, gas, and hydrogen production; refineries; general fuel use; and mining operations) would not be directly impacted by the proposed land uses; therefore the Industrial Emissions Sector was removed from the State 2030 emissions forecast to retain a more conservative locally-appropriate target.<sup>1</sup> Additionally, Cap and Trade emissions reductions occur independent of any local jurisdictional land use decisions and were also excluded from the locally-appropriate target. After removing Agricultural, Industrial, and Cap and Trade emissions, the remaining emissions sectors with sources within the Santa Maria planning area were then summed to create a locally-appropriate emissions total for a residential and commercial project in Santa Maria. This locally-appropriate emissions

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<sup>1</sup> Light and general industrial as well as heavy commercial/manufacturing land uses are present in Santa Maria; however, these land uses are considered part of the Commercial sector rather than the Industrial sector for the purposes of the 2017 Scoping Plan.

total is divided by the statewide 2030 service person population to determine a locally-appropriate, project-level threshold of 3.3 MT of CO<sub>2</sub>e per service population (SP) that is consistent with SB 32 targets, as shown in Table 4 and Table 5.

**Table 4 SB 32 Scoping Plan Emissions Sector Targets**

<b>GHG Emissions Sector<sup>1</sup></b>	<b>2030 State Emissions Target (MMT)<sup>1</sup></b>	<b>Locally Appropriate<sup>2</sup></b>	<b>Project Specific</b>	<b>Major Sources<sup>3</sup></b>
Residential and Commercial	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High GWP	11	Yes	Yes	SF <sub>6</sub> from power stations, HFCs from refrigerants and air conditioning <sup>4</sup>
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial	83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations do not occur substantially within the city and would not be allowed under the proposed RRSP amendments <sup>5</sup>
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the city and would not be allowed under the proposed RRSP amendments
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO <sub>2</sub> e per year <sup>6</sup>
<b>Scoping Plan Target (All Sectors)</b>	<b>260</b>	<b>No</b>	<b>No</b>	<b>All emissions sectors</b>
Locally Inapplicable Sector (Industrial)	-83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations <sup>5</sup>
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management
Locally Inapplicable Sector (Cap and Trade)	60	No	No	Reductions from facilities emitting more than 10,000 MT CO <sub>2</sub> e per year <sup>6</sup>
<b>2030 Locally Applicable Emissions Sectors</b>	<b>213</b>	<b>Yes</b>	<b>Yes</b>	<b>Emissions applicable to the local planning area</b>

MMT = million metric tons

<sup>1</sup> All State targets in MMT CO<sub>2</sub>e. See the 2017 Climate Change Scoping Plan, page 31 for sector details (CARB 2017).

<sup>2</sup> Locally-appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the planning area.

<sup>3</sup> See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

<sup>4</sup> SF<sub>6</sub> is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air

**Table 5 SB 32 Locally-Appropriate Project-Specific Threshold**

California 2017 Climate Change Scoping Plan	California 2030 Population (persons) <sup>1</sup>	41,860,549
	California 2030 Employment Projection (persons) <sup>2</sup>	23,459,500
	Service Population (persons)	65,320,049
Locally-Appropriate 2030 Project Threshold	2030 Locally-Appropriate Emissions Sectors (MT of CO <sub>2</sub> e)	213,000,000
	2030 Service Population (persons)	65,320,049
	2030 Service Person Target (MT of CO <sub>2</sub> e per Service Person)	3.3 <sup>3</sup>

<sup>1</sup> California Department of Finance 2021

<sup>2</sup> Average of employment range projections under implementation scenario. See CARB 2017 Climate Change Scoping Plan Update, page 55 (CARB 2017).

<sup>3</sup>Total of 3.26 has been rounded up per Scoping Plan general methodology. Lead agencies may determine this threshold as they deem appropriate.

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

According to the 2015 Final EIR, the Original Project would generate GHG emissions from construction, on-site operation, and vehicle trips that would result in a potentially significant impact. Construction of the Original Project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Operational GHG emissions would include emissions from energy use, area sources, including landscaping and architectural coating, water use, and solid waste and wastewater generation. In addition, vehicle trips to and from the project site would generate GHG emissions. Construction, operational, and mobile GHG emissions for the Original Project were calculated using CalEEMod. The per-service-population emissions of the Original Project was estimated to be 6.4 MT CO<sub>2</sub>e/SP/year, which is greater than the efficiency threshold of 4.9 MT CO<sub>2</sub>e/SP/year that was applicable to the project at that time. Mitigation Measures GHG-1(a) and GHG-1(b), requiring energy conservation and vehicle miles traveled (VMT) reduction measures, as well as Mitigation Measures AQ-1 and AQ-2, were required to minimize GHG emissions associated with the development. The 2015 Final EIR determined that even with implementation of the required mitigation, GHG emissions would exceed the efficiency threshold and impacts would remain significant and unavoidable.

Commercial development of lot 5 of Tract 6008 under the Modified Project would generate GHG emissions from construction as well as from stationery and mobile operational sources.

### **Construction Emissions**

The Modified Project would generate GHG emissions during construction from combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers, vendors, and customers traveling to and from the project site. Construction emissions were estimated for the Modified Project based on the proposed land use distribution using CalEEMod (refer to Appendix B). A comparison of the estimated construction emissions for the Original and Modified Project are shown in Table 6.

**Table 6 Comparison of Estimated GHG Emissions during Construction**

	Original Project Emissions (MT of CO <sub>2</sub> e)	Modified Project Emissions (MT of CO <sub>2</sub> e)
Construction Period	299	259
Amortized over 30 years	9.97	8.63

Source: Dudek, 2023. Notes: Emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not sum exactly due to rounding.

### Operational Emissions

In their Greenhouse Gas impact analysis, Dudek used CalEEMod to estimate potential project-generated operational GHG emissions from energy sources (natural gas/electricity) mobile sources, solid waste, area sources and water and wastewater. Operational year 2025 was assumed upon completion of construction. Table 7 provides a comparison of the combined construction, operational, and mobile GHG emissions associated with the Original Project and Modified Project.

**Table 7 Comparison of Combined Annual GHG Emissions**

Emission Source	Original Project Emissions (MT of CO <sub>2</sub> e)	Modified Project Emissions (MT of CO <sub>2</sub> e)
<b>Construction</b>	9.97	8.63
<b>Operational</b>		
Area	0.05	8.15
Energy	23.3	32.5
Solid Waste	6.28	17.8
Water	1.26	0.86
<b>Mobile</b>	2,353	2,149
<b>Total Emissions</b>	<b>2,394</b>	<b>2,218</b>

Source: Dudek 2023. Note: See Appendix B for CalEEMod results. Some numbers may not sum exactly due to rounding.

As shown in Table 7, combined annual GHG emissions from the Modified Project would be approximately 2,218 MT CO<sub>2</sub>e, including amortized construction emissions. The Modified Project would result in lower than the emissions associated with the approved project which would be 2,394 MT CO<sub>2</sub>e for the project parcel. Emissions from the modified project are anticipated to be less than the emissions generated by the approved project, largely due to reduced mobile source emissions. Therefore, the modified project would not lead to new impacts, and no previously identified significant impacts would substantially increase in severity. Development under the Modified Project would be required to adhere to Mitigation Measures AQ-1, AQ-2, GHG-1(a), and GHG-1(b) from the 2015 Final EIR to reduce or GHG emissions from operational activities to the extent possible. With implementation of the required mitigation, impacts related to GHG emissions would remain significant and unavoidable. Therefore, the Modified Project would not result in new or substantially more severe impacts related to GHG emissions than those identified in the 2015 Final EIR with the incorporation of the required mitigation measures.

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

According to the 2015 Final EIR, the Original Project would be consistent with applicable plans and programs designed to reduce GHG emissions and impacts related to conflicts with applicable plans, policy, and regulations for reducing GHG emissions would be less than significant.

The City of Santa Maria does not have an adopted GHG reduction strategy, Climate Action Plan (CAP), or quantitative thresholds to evaluate the GHG emissions from the Modified Project. However, the Modified Project would be required to include a number of features which reduce potential generation of GHG emissions through emissions control, energy reduction, and VMT reduction measures, as outlined in Mitigation Measures AQ-1, AQ-2, and GHG-1. In addition, SBCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) includes strategies to support the development of affordable housing near jobs and educational institutions. The commercial nature of the Modified Project would serve to improve the City's jobs-housing ratio, by providing jobs in proximity to the approved apartment project adjacent to the site, therefore reducing vehicle emissions. The Modified Project would also be required to comply with existing state regulations, which include increased energy conservation measures and other actions adopted to achieve the overall GHG emissions reduction goals identified in SB 32. As with the Original Project, the Modified Project would not conflict with any state regulations intended to reduce GHG emissions statewide and would be generally consistent with local plans and programs designed to reduce GHG emissions. Therefore, the Modified Project would not result in new or substantially more severe impacts related to GHG emissions than those identified in the 2015 Final EIR with the incorporation of the required mitigation measures.

## 3.9 Hazards and Hazardous Materials

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Section 5.6	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Section 5.6	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Section 5.6	No	No	No	N/A
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Section 5.6	No	No	No	N/A
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Section 5.6	No	No	No	N/A

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Section 5.6	No	No	No	N/A
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Section 5.6	No	No	No	N/A

*Setting:*

The Modified Project site is currently undeveloped and consists of barren, graded land previously used for agriculture. The site was used for oil production, oil storage, and transmission prior to agricultural use. According to the *Technical Work Plan, Additional Soil Assessment Activities, Former Getty-Vicente Lease, SMVU Tract 73, APN 117-330-082, Santa Maria, Santa Barbara County, California*, prepared by Padre Associates, dated June 2009, oilfield activities occurred at the site for 40 years between approximately 1940 and 1980. Eight abandoned oil wells were identified on and within the immediate vicinity of the site.

The nearest school to the Modified Project site is Roberto and Dr. Francisco Jiménez Elementary School, located on the northern side of Carmen Lane, roughly 0.3-miles from the northern boundary of the site. The Santa Maria Public Airport is located approximately one mile south of the Modified Project site. The Modified Project site is surrounded by urban infill development and does not include areas where wildlands and urbanized areas are intermixed.

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

According to the 2015 Final EIR, rezoning from industrial to commercial, office, and residential zoning under the Original Project would substantially lessen potential for the use of hazardous materials onsite. The 2015 Final EIR determined no impact would occur as a result of handling of hazardous materials. A Health Risk Assessment (Appendix C) was prepared by Dudek for the Modified Project’s gas station component to estimate health risk impacts on proximate sensitive receptors from exposure to toxic air contaminant (TAC) emissions from the operation of the proposed project, and the result of the Health Risk Assessment are less than significant for the operation of the proposed project.

The Modified Project would not change land use or zoning types onsite. The Modified Project would not introduce any new or unique hazards or hazardous materials to the Modified Project site beyond that anticipated for development of the site under the Original Project and evaluated in the 2015 Final EIR. The Modified Project would not emit any known hazardous materials during or after construction. Therefore, the Modified Project would not result in new or substantially more severe impacts from the routine transport, use, or disposal of hazardous materials than what would occur under the Original Project, and no mitigation measures for impacts from the routine transport, use, or disposal of hazardous materials would apply to the project.

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

According to the 2015 Final EIR, Roberto and Dr. Francisco Jiménez Elementary School was planned for development across Carmen Lane to the north, approximately 250 feet from the Original Project site. The 2015 Final EIR determined that the uses permitted to occur under buildout of the Original Project would involve negligible amounts of hazardous materials, and the Original Project would be more compatible with adjoining land uses than the previously approved industrial park. For these reasons, the 2015 Final EIR determined no impact would occur to existing or proposed schools. Roberto and Dr. Francisco Jiménez Elementary School has been developed since the 2015 Final EIR and is currently operational.

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

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

According to the 2015 Final EIR, the Original Project site did not appear on any list of hazardous materials sites pursuant to Government Code Section 65962.5. The State of California Department of Conservation, Division of Oil and Gas and Geothermal Resources (DOGGR; now referred to as the Geologic Energy Management Division [CalGEM]) indicated that on-site oil wells have been closed and capped to DOGGR standards. DOGGR required the Original Project to have setbacks at the development stage, and for all future development to be in full accordance with the protocol of DOGGR and the Hazardous Materials Site Mitigation Unit of the Santa Barbara County Health Department. For these reasons, the 2015 Final EIR determined impacts related to hazardous materials sites would be less than significant.

All development on lot 5 of Tract 6008 under the Modified Project would be constructed in accordance with CalGEM, Santa Barbara County Public Health Department, and City standards. Therefore, the Modified Project would not result in new or substantially more severe related to hazardous materials sites than what would occur with the Original Project, and no mitigation measures for such impacts would apply to the project.

- e. *For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

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According to the 2015 Final EIR, the Santa Maria Public Airport is the nearest public airport, located approximately one mile southeast of the Original Project site. The Original Project site is located within the boundaries of the broad areas identified as Hazard Zone I and Hazard Zone II. However, the Safety Element Figure SE-7 of the City General Plan shows the Original Project site is located outside of Safety Areas identified as Approach Zones and Clear Zones. For these reasons, the 2015 Final EIR determined that impacts from hazards associated with aircraft safety would be less than significant.

The Modified Project would be located within Hazard Zone I and Hazard Zone II of the Santa Maria Public Airport but outside of Safety Areas identified as Approach Zones and Clear Zones. The Modified Project would not change the development footprint or the maximum allowable height of development on lot 5 from a 70-foot maximum height for commercial development (or 45 feet for development along the northern perimeter of the Original Project site, pursuant to Mitigation Measure AES-1 of the Initial Study for the 2015 Final EIR). The Modified Project would not conflict with height restrictions of Hazard Zone I and Hazard Zone II. Therefore, the Modified Project would not result in new or substantially more severe impacts from hazards associated with aircraft safety than what would occur with the Original Project, and no mitigation measures for impacts from hazards associated with aircraft safety would apply to the project.

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

According to the 2015 Final EIR, the Original Project was reviewed by the City Police Department and the City Fire Department which are the agencies responsible for providing emergency services to the Original Project site. These agencies concluded that the Original Project would not impair emergency responses or physically interfere with an adopted emergency response plan or emergency evacuation plan. For this reason, the 2015 Final EIR determined no impact to emergency response plan or emergency evacuation plan would occur as a result of the Original Project.

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

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

According to the 2015 Final EIR, the Original Project is surrounded by urban uses preventing exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. For this reason, the 2015 Final EIR determined no impact from wildland fires would occur as a result of the Original Project.

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

## 3.10 Hydrology and Water Quality

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Section 5.7	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Section 5.7	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Section 5.7	No	No	No	N/A
(i) Result in substantial erosion or siltation on- or off-site	Section 5.7	No	No	No	N/A
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	Section 5.7	No	No	No	N/A
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	Section 5.7	No	No	No	N/A

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	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
(iv) Impede or redirect flood flows?	Section 5.7	No	No	No	N/A
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Section 5.7	No	No	No	N/A
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Section 5.7	No	No	No	N/A

*Setting:*

Lot 5 of Tract 6008 within the Modified Project site is currently undeveloped and consist of barren, graded land previously used for agricultural purposes. The topography of Tract 6008 is generally flat to gently sloping toward the northeast. The site is outside of a 100-year flood zone and is surrounded by urban infill development. The Modified Project site is located in the Santa Maria Watershed Management Zone 4 (Groundwater basin area) and flood control volume from the project site is planned to be directed to an existing regional basin located at the southeast corner of West Battles Road and Biscayne Street.

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

According to the 2015 Final EIR, the Original Project would introduce substantial impervious surfaces on the undeveloped 55-acre site which would include building footprints, parking areas, streets, and driveways. Under the Regional Water Quality Control Board (RWQCB) Resolution 2013-0032 the Original Project would create more than 22,500 square feet of impervious surfaces and thus be required to (a) Treat runoff with on-site and appropriately sized Low Impact Development (LID) treatment facilities, prior to discharge from the site; (b) Prevent offsite discharge from events up to the 95th percentile rainfall event using Stormwater Control Measures; and (c) Control Peak Flows to not exceed pre-project flow for the two-year through ten-year storms. The Original Project would also be subject to Section 402 of the Clean Water Act would have to comply with RWQCB standards for the issuance of a National Pollutant Discharge Elimination (NPDES) permit. Additionally, each phase of development would be required to incorporate design measures to minimize impervious surfaces and to use other site design methods to disperse potential runoff on-site. The applicant would also be required to fully implemented a Stormwater Control Plan for review and approval by the City. The Original Project would also be required to secure a maintenance agreement and implemented requirements of the Santa Barbara Flood Control District and City to ensure post-project runoff rates meet pre-project rates. Each Planned Development Permit associated with future development would be required to implement an SWPPP. For these

reasons, the 2015 Final EIR determined no impacts to water quality standards or waste discharge requirements would occur.

The Modified Project would result in development over the same general area as the Original Project and similarly increase impervious surfaces. The Modified Project would be subject to the same standards as the Original Project in accordance with RWQCB Resolution 2013-0032 since the Modified Project would exceed the 22,500 square foot impervious surface threshold. Any development projects would be required to incorporate the site design measures to reduce impervious surfaces and disperse and prevent potential runoff on-site. Development onsite would be required to implement Post Construction Stormwater Control Measures, a Stormwater Control Plan for review and approval by the City, a maintenance agreement consistent with the requirements of the Santa Barbara Flood Control District and the City, and a SWPPP. Additionally, the Modified Project would be subject to all other aforementioned water quality standards and waste discharge requirements. Therefore, the Modified Project would not result in new or substantially more severe impacts to water quality standards or waste discharge requirements than what would occur with the Original Project, and no mitigation measures for impacts to water quality standards or waste discharge requirements would apply to the Modified Project.

- b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

According to the 2015 Final EIR, the City would provide municipal water as a primary water supply source to the Original Project and impacts to groundwater would be less than significant.

The Modified Project is located within an area planned and designated for urban development under the General Plan. The Modified Project would be supplied municipal water by the City to use as a primary water supply source. While groundwater is drawn from during pipeline maintenance and drought periods, this is accounted for as part of buildout under the City General Plan. The Modified Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Development allowed under the Modified Project would be required to comply with all applicable plans, permits, and regulations governing water quality in the City of Santa Maria. Therefore, the Modified Project would not result in new or substantially more severe impacts to groundwater or a water quality control plan or sustainable groundwater management plan than what would occur with the Original Project, and no mitigation measures for impacts to groundwater or a water quality control plan or sustainable groundwater management plan would apply to the Modified Project.

- c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
  - i. Result in substantial erosion or situation on- or off-site?*
  - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
  - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

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*iv. Impede or redirect flood flows?*

According to the 2015 Final EIR, the Original Project would incorporate storm water detention, retardation, and infiltration to meet pre-project runoff rates and conditions. Flows from each phase of development would be either retained on-site or directed to an acceptable off-site retardation basin. The City Engineer determined the offsite detention basin was adequate for the Original Project. Installation of permanent ornamental landscaping with canopy tree plantings would be anticipated to reduce the potential for sediment erosion compared to the existing use at the time, agricultural tilling activities. The Original Project would fully implement the requirements of the RWQCB, Santa Barbara County Flood Control District, and the City Department of Public Works, Engineering Division. For these reasons, the 2015 Final EIR determined that impacts to drainage patterns would be less than significant.

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

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

According to the 2015 Final EIR the Original Project, due to the elevation of the site and with compliance with specifications set by the City Department of Public Works Engineering Division, impacts from flood hazards were determined to be less than significant.

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

## 3.11 Land Use and Planning

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

a. Physically divide an established community?	Section 5.8	No	No	No	N/A
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Section 5.8	No	No	No	N/A

### *Setting:*

The Modified Project site is an infill property surrounded by existing and planned urban development.

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

According to the 2015 Final EIR, the Original Project would not physically divide an established community since the residential neighborhoods to the immediate north of the site were not yet constructed. In addition, the mixed-use plan for the Original Project was conceptually designed with consideration to the future residential uses to the north. For these reasons, the 2015 Final EIR determined the Original Project would not divide an established community and this impact would be less than significant.

Since the 2015 Final EIR, the residential neighborhoods and elementary school site to the north have been constructed. The Modified Project result in development of the same types of uses as the Original Project. The Modified Project would not physically divide an established community because the uses allowed under the proposed project are compatible with existing and planned uses on and adjacent to the Modified Project site. Therefore, the Modified project would not result in new or substantially more severe impacts related to physically dividing an established community than what would occur with the Original Project, and no mitigation measures for impacts to related to physically dividing an established community would apply to the Modified Project.

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

According to the 2015 Final EIR, the Original Project would not conflict with the Goals and Objectives of the City of Santa Maria General Plan. The Original Project is considered a preparatory step towards the City General Plan goal of increasing mixed-use development. The Original Project

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would allow future development that would be more compatible with the surrounding urban uses than the existing agricultural use and create a buffer between residential and industrial areas. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans affecting the Original Project site. For these reasons, the 2015 Final EIR determined the Original Project would not conflict with any land use plans or policies adopted for the purpose of avoiding or mitigating an environmental effect or any habitat conservation plans.

The Modified Project site is no longer used for agriculture and consists of undeveloped, barren land. Development under the Modified Project would provide the same mix of uses and design features as the Original Project. The Modified Project would also encourage compact development with the high-density residential use which is compatible with the surrounding land uses. These characteristics are consistent with goals within the Santa Maria General Plan. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans affecting the Modified Project site. Therefore, the Modified Project would not result in new or more severe impacts related to conflict with any land use plans or in comparison to the Original Project, and no mitigation measures would be required.

## 3.12 Mineral Resources

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Section 5.9	No	No	No	N/A
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Section 5.9	No	No	No	N/A

*Setting:*

Lot 5 of Tract 6008 included in the Modified Project site was used for oil production, oil storage, and transmission prior to agricultural use. According to the *Technical Work Plan, Additional Soil Assessment Activities, Former Getty-Vicente Lease, SMVU Tract 73, APN 117-330-082, Santa Maria, Santa Barbara County, California*, prepared by Padre Associates, dated June 2009, oilfield activities occurred at the project site for 40 years between approximately 1940 and 1980. Seven of eight abandoned oil wells associated with the Former Getty-Vicente Lease were identified on the Original Project Site, including one that is located on the Modified Project site. The remaining well was identified in the approximate location of the existing formerly Mechanics bank building to the west of the Modified Project site. Based on information received on October 21, 2022 from Santa Barbara County Public Health Department Environmental Health Services (EHS), a No Further Action (NFA) Letter dated February 24, 2011 was issued for the seven wells on the Original Project site and the eighth well sump was remediated in 1996.

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

According to the 2015 Final EIR, the Original Project site is located within areas of operational, existing, or abandoned oil facilities, as shown in Figure RME-4 of the Resource Management Element of the General Plan. The Original Project site is within MRZ-2, which is an area where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. The site once was active for oil extraction; however, the oil wells are no longer in production and have been closed and capped to regulatory agency

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standards. The Original Project site is no longer used for mineral extraction. For these reasons, the 2015 Final EIR determined that impacts as a result in the loss of availability of the mineral resources would be less than significant.

The Modified Project would result in development in the same location as the Original Project and does not include any unique features that would affect mineral resources. Additionally, as discussed in the 2015 Final EIR, all future development on the Modified Project site is required to be developed in full accordance with the protocol of CalGEM (formerly DOGGR), including implementation of appropriate setbacks, as well as Santa Barbara County Public Health Department, and the City standards. Therefore, the Modified Project would not result in new or substantially more severe impacts to mineral resources than what would occur with the Original Project, and no mitigation measures for impacts to these conditions would apply to the Modified Project.

## 3.13 Noise

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Section 5.10	No	No	No	N/A
b. Generate excessive groundborne vibration or groundborne noise levels?	Section 5.10	No	No	No	N/A
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	Section 5.10	No	No	No	N/A

### Setting:

The Noise Element of the General Plan establishes a maximum 60 decibel (dBA) Community Noise Equivalent Level (CNEL) noise standard for exterior noise for residential uses and a 40 dBA standard for interior noise for residential land uses. The evaluation criteria are implemented through Section 5-5 of the Santa Maria Municipal Code. The Modified Project Site is bounded by the Santa Maria Valley Railroad tracks to the east. On average, approximately six round trip trains along this track segment per week. The Modified Project site is located approximately one mile from the Santa Maria Public Airport but is not located within the any airport noise contours.

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

According to the 2015 Final EIR, residential uses within the Original Project site have been designed to be well-separated from commercial uses, and noise impacts from loading docks or other commercial activities are not expected. Applicable performance standards contained in the City's

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Mixed-Use Ordinance would be implemented to ensure no impacts at commercial-residential land use interfaces would occur. With the exception of construction activities, the neighborhood serving commercial, office, and high-density residential uses proposed under the Original Project are not anticipated to result in a significant increase in short-term ambient noise. Standard measures will be employed to ensure construction related noise impacts are minimized. During operation, the proposed uses would be subject to the Noise Ordinance performance standards. For these reasons, the 2015 Final EIR determined that impacts to ambient noise levels would be less than significant.

The future carwash under the Modified Project would be required to be constructed to include sufficient noise attenuation and shielding of the carwash dryer to protect sensitive receptors from operational noise impacts. The provisions of the Noise Element of the Santa Maria General Plan include maximum ambient noise levels that all uses must abide by. A Noise Assessment was prepared by AMBIENT Air Quality & Noise Consulting (Appendix D). The report provided an analysis of noise impacts associated with the proposed car wash project and provided a summary of existing conditions in the project area and applicable noise standards. Recommendations to minimize operational noise levels and to better ensure compliance with City noise standards were provided, including limiting operational hours to daytime only, enclose the carwash with masonry block or similar, install manufacturer-recommended shroud and/or mounding the blower motors behind the exterior façade of the car wash, noise barrier along the northern property line, etc. (AMBIENT, 2023). The Planned Development Permit for the Modified Project will include conditions of approval requiring the developer and carwash operator to install and maintain the above noise reduction measures, including but not limited to an 8-foot-tall solid masonry boundary wall to separate the commercial use of Modified Project from the residential uses to the north. These measures would bring ambient exterior noise levels down to acceptable levels according to City standards. Further, permit future residential development to the north of the Modified Project would be required to be constructed to include sufficient noise attenuation to maintain interior noise levels to City standards for residential use as well. Typically, this includes double-paned windows on all windows exposed to traffic or railroad noise, glazing area limitations, solid-core doors, and walls insulated in conformance with California Title 24 requirements. As with the Original Project, future development on the Modified Project site could expose existing uses to temporary construction noise. However, construction activities would be temporary and required to comply with the City's noise standards, including limitations on construction hours of operation in order to avoid disturbance of sensitive receptors. Therefore, the Modified Project would not result in new or substantially more severe significant impacts to ambient noise levels than what would occur with the Original Project, and no mitigation measures for impacts for ambient noise levels would apply to the project.

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

According to the 2015 Final EIR, the Original Project would result in a less than significant impact from railroad generated vibration due to the distance from the SMVRR tracks and the relative infrequency of train operations. The location of proposed residential uses in the northeastern and northern portions of the Original Project site reduces the potential impacts from truck traffic along West Betteravia Road and South Blosser Road. For these reasons, the 2015 Final EIR determined that impacts related to excessive groundborne vibration or groundborne noise levels would be less than significant.

Railroad generated vibration from the SMVRR tracks would be located a similar distance from future development under the Modified Project as the Original Project. Train operations along the SMVRR tracks is relatively infrequent. Therefore, the Modified Project would not result in new or

substantially more severe significant impacts related to groundborne vibration than what would occur with the Original Project, and no mitigation measures for impacts for groundborne vibration would apply to the project.

- c. *Would the project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and expose people residing or working in the project area to excessive noise levels?*

According to the 2015 Final EIR, the Original Project site is located approximately one mile from the Santa Maria Public Airport. The Original Project is not located within the 65 CNEL noise contour line. For these reasons, the 2015 Final EIR determined that there would be no impacts related to exposure of people residing or working in the project area to excessive noise levels.

The Modified Project site is located in the same location as the Original Project, approximately one mile from the Santa Maria Public Airport, and is not located within the 65 CNEL noise contour line. SBCAG is in the process of updating the Airport Land Use Compatibility Plan (ALUCP). However, based on the May 2022 draft ALUCP, the Modified Project site would not be located within the airport's updated noise exposure range. Therefore, the Modified Project would not result in new or substantially more severe significant impacts to airport noise than what would occur with the Original Project, and no mitigation measures for impacts for airport noise would apply to the project.

## 3.14 Population and Housing

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Section 5.11	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Section 5.11	No	No	No	N/A

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

The 2015 Final EIR determined that impacts related to substantial unplanned population growth as a result of the Original Project would be less than significant.

The Modified Project would not result in a substantial unplanned population increase in the city as the project employees are likely to be hired from the existing resident workforce pool within Santa Maria. The SBCAG 2017-2050 Regional Growth Forecast 2050 Santa Barbara County projects a population of 143,100 people in the city in 2050, an increase of 31,200 people between 2020 and 2050 (SBCAG 2018). The total population in the city with implementation of the Modified Project would not exceed SBCAG’s most recent growth projections for the city. Additionally, the Modified Project site is an infill site, located within an urbanized area which has been planned and zoned for urban development, and is surrounded by completed or developing projects. Therefore, the Modified Project would not result in new or substantially more severe significant impacts to substantial unplanned population growth than what would occur with the Original Project, and no mitigation measures for impacts for substantial unplanned population growth would apply to the project.

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

The 2015 Final EIR determined that impacts to displacement of substantial numbers of existing people or housing from the Original Project would be less than significant.

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

## 3.15 Public Service

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1	Fire protection?	Section 5.12	No	No	No	N/A
2	Police protection?	Section 5.12	No	No	No	N/A
3	Schools?	Section 5.12	No	No	No	N/A
4	Parks?	Section 5.12	No	No	No	N/A
5	Other public facilities?	Section 5.12	No	No	No	N/A

**Setting:**

Fire protection services in the city are provided by the City of Santa Maria Fire Department (SMFD). SMFD operates six fire stations and provides all-risk emergency services; including emergency medical response and EMTs; response to structural, vehicular, and vegetation fires; hazardous materials response, technical rescue, trench rescue, public assistance, and other emergencies. SMFD also provides non-emergency services such as supplying sandbags during storm events, reviewing fire plans, public education, and supporting community development issues (Emergency Services Consulting International 2021). Additionally, under the California Master Mutual Aid Agreement, California Department of Forestry and Fire Protection (Calfire) provides fire or emergency assistance to other fire departments when local resources are depleted.

Police protection services for the city are provided by the SMPD. SMPD services include maintaining civil order, preventive patrol, investigations, traffic control and enforcement, criminalistics, crime prevention, drug enforcement and drug abuse prevention in addition to community outreach and education (City of Santa Maria 2022a).

The project site is served by the Santa Maria-Bonita School District (SMBSD; grades K-8) and Santa Maria Joint Union High School District (SMJUHSD; grades 9-12) (County of Santa Barbara 2012).

*a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:*

*1. Fire protection?*

According to the 2015 Final EIR, the Original Project would require the same number of firefighters as any similar sized development allowed under the existing land use and zoning designations. The Original Project would likely contribute to the provision of the railroad crossing at Carmen Lane, providing increased fire access to the western portion of the City. For these reasons, the 2015 Final EIR determined that impacts to fire protection would be less than significant.

The Modified Project would not include any unique or intensified uses that would increase demand for fire protection at the project site in comparison to the Original Project. Any development allowed under the Modified Project would be required to meet all fire and building code provisions to the satisfaction of the City. Therefore, the Modified Project would not result in new or substantially more severe significant impacts to fire protection services or facilities than what would occur with the Original Project, and no mitigation measures for impacts to fire protection would apply to the project.

*2. Police protection?*

According to the 2015 Final EIR, the Original Project abuts the SMPD headquarters to the west of the project site and adequate police services are available to serve the project. For these reasons, the 2015 Final EIR determined that impacts to police protection would be less than significant.

The Modified Project would not result in a major increase in demand for police protection services compared to development allowed under the Original Project. Therefore, the Modified Project would not result in new or substantially more severe significant impacts to police protection services or facilities than what would occur with the Original Project, and no mitigation measures for impacts to police protection would apply to the project.

*3. Schools?*

*4. Parks?*

*5. Other public facilities?*

According to the 2015 Final EIR, California Government Code Section 65995 considers payment of approved school fees to be full mitigation to offset potential impacts to public schools. Future potential impacts to schools and parks from development of the Original Project site would be mitigated by the payment of existing school and parks impact fees. For these reasons, the 2015 Final EIR determined that impacts to schools and parks would be less than significant.

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Development under the Modified Project would not result in a substantial increase in school-age residents. As with the Original Project, new commercial development under the Modified Project would be required to pay the state-mandated impact mitigation fees, the amounts of which are determined by the school districts and the City. These fees would offset the increased demand for school services by providing funding for additional facilities to serve the area. Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998) states that payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." This would ensure that the Modified Project does not result in new or more severe impacts to schools than the Original Project.

Additionally, the project would be required to pay growth mitigation fees, pursuant to Title 8, Chapter 15 of the SMMC. As part of the growth mitigation fees, the SMMC requires project applicants to pay recreation and parks mitigation fees and library mitigation fees to offset potential impacts on park and library facilities (City of Santa Maria 2022b). Project compliance with the SMMC and growth mitigation fees would further reduce potential project-related impacts to parks and other public services.

In summary, the Modified Project would not result in new or substantially more severe significant impacts to schools, parks, or other public facilities than what would occur with the Original Project, and no mitigation measures for such impacts would be required.

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## 3.16 Recreation

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Section 5.13	No	No	No	N/A
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Section 5.13	No	No	No	N/A

*Setting:*

The Santa Maria Department of Recreation and Parks (SMDRP) operates 234 acres of developed parkland in 28 neighborhood and community parks, part of the 1,774-acre Los Flores Ranch Park property, the Abel Maldonado Community Youth Center, the Hagerman Softball Complex, Paul Nelson Aquatics Center, Elwin Mussell Senior Center, Veterans' Memorial Center and other community centers. The SMDRP also provides programs in aquatics, youth and adult sports, therapeutics and senior services, Special Olympics, community classes and events, youth and teen programs, and the Mayor's Task Force on Youth Safety. The Modified Project site does not contain any parks or recreational facilities. The nearest park to the Modified Project site is the Robert Acquistapace Park, located on Western Avenue approximately 0.2 mile north of the site (City of Santa Maria 2021).

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The 2015 Final EIR determined that impacts related to parks or other recreational facilities as a result of the Original Project would be less than significant.

The Modified Project includes commercial development which would not generate new residents in the city, and would not increase parks and recreational facility use beyond what was anticipated for in the Original Project. The City maintains a standard of three to five acres of parkland per 1,000 residents (City of Santa Maria 2001). The 234 acres of City-maintained parkland and 1,774 acres of

regional parkland at Los Flores Ranch Park are available to the City's 109,910 residents. With the Modified Project, the existing parks and open space would be sufficient to meet the City's parkland standard. Additionally, pursuant to Title 8, Chapter 15 of the SMMC, the project would be required to pay growth mitigation fees to fund the acquisition, design, and construction of public facilities and related equipment to serve new development within the City of Santa Maria. A parks and recreation mitigation fee is included as part of these growth mitigation fees to finance additional park space, maintenance or equipment in the vicinity, and offset potential impacts on parks and other recreational facilities (City of Santa Maria 2022b). With compliance with the SMMC and growth mitigation fees, the project would not result in the deterioration of existing neighborhood or regional parks and would not result in the need for new recreational facilities. Therefore, the Modified Project would not result in new or substantially more severe impacts to parks or other recreational facilities than what would occur with the Original Project, and no mitigation measures for impacts to parks would apply to the Modified Project.

## 3.17 Transportation

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Section 4.2	No	No	No	Yes
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	N/A; New CEQA checklist item added after 2015 Final EIR published	No	No	No	Yes
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	Section 4.2	No	No	No	N/A
d. Result in inadequate emergency access?	Section 4.2	No	No	No	N/A

**Setting:**

Currently, there are no uses or operations on Tract 6008, included in the Modified Project, affecting the transportation and circulation system in the area. The site is generally located approximately 1.5 miles west of U.S. Highway 101, approximately 0.5 mile west of State Route 135, and approximately 2 miles south of Highway 166/Main Street. The site is bounded by Carmen Lane to the north, Betteravia Road to the south, South Blosser Road to the west, and the Santa Maria Valley Railroad tracks to the east. Dirt roads transect the site in a north-south and east-west direction. The Modified project does not include any changes to these uses.

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The traffic analysis in the 2015 Final EIR was based on vehicle delay/level of service (LOS). According to the 2015 Final EIR, development of the Original Project would cause or contribute substantially to a potential impact related to intersection performance during peak hours. The impact to local intersections was determined to be less than significant with implementation of Mitigation Measure T-1 from the 2015 Final EIR, requiring intersection improvements (traffic signals) at the impacted intersections.

Since certification of the 2015 Final EIR, the CEQA statute and guidelines have been revised to require evaluation of impacts on the local transportation and circulation system on the basis of vehicle miles traveled (VMT). Accordingly, the proposed development on lot 5 of Tract 6008 is analyzed further below, incorporating the VMT estimates for the Modified Project to determine the level of impacts to transportation and circulation in comparison to the Original Project.

Pursuant to Senate Bill (SB) 743, the State CEQA Guidelines have been updated to incorporate VMT as the primary metric for analyzing transportation impacts under CEQA. This update occurred after preparation of the 2015 Final EIR so VMT is not specifically addressed in the prior analysis. However, because the Governor's Office of Planning and Research (OPR) imposed a July 1, 2020 deadline for lead agencies to switch to use of the VMT metric, consideration of VMT is appropriate for the Modified Project. Key provisions of SB 743 include reforming CEQA analysis for aesthetics and parking for urban infill projects and replacing the measurement of automobile delay with VMT as a metric that can be used for measuring environmental impacts. Under SB 743, the focus of the environmental impacts of transportation shift from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses, and LOS standards become local policy thresholds as adopted among individual agencies.

The City of Santa Maria adopted VMT thresholds and VMT screening criteria for CEQA purposes in November 2020. The City's adopted VMT thresholds and screening criteria are consistent with technical guidance published by OPR. Dudek completed a VMT analysis for the project on in February 2023, included as Appendix E. The analysis estimates trip generation and checks the Modified Project against all applicable and adopted City VMT screening criteria and thresholds. The City's Environmental Procedures and Guidelines (Santa Maria 2020) provide details on screening criteria that can be used to identify when a proposed land use project is anticipated to result in a less than significant VMT impact without conducting a more detailed analysis. Based on the Guidelines, the following discretionary development projects are not subject to VMT analysis:

1. A discretionary retail development project that is 50,000 square feet or less. Does not apply to regional shopping centers that predominately serve customers that live outside of the City limits.
2. Affordable housing projects where a minimum of 20 percent of the units are deed restricted for low or very low-income residents.
3. Small discretionary development projects that would generate or attract fewer than 110 daily trips (per CEQA). Examples include a project with 11 or fewer single family residential units, 20 or fewer multi-family units, or an office of 6,800 square feet or less.
4. Residential and non-residential land uses located in the green Transportation Analysis Zone (TAZ) areas of the Countywide Average Home-Based VMT per Capita and per Employee Maps (Appendix A and B) are expected to generate VMT at 85 percent or less of the baseline average rate and are presumed to have less than significant VMT impacts.

Table 8 shows the net difference in VMT for the residential and commercial land uses for the Original Project and Modified Project.

**Table 8 VMT for Original and Modified Projects**

Scenario	Santa Maria and Orcutt VMT	Countywide VMT
Original Project	1,870,977	11,714,665
Modified Project	1,869,604	11,602,067
<b>Net Change</b>	<b>-1,373</b>	<b>-112,598</b>

As shown in Table 8, the Modified Project would result in a decrease in VMT in comparison to the Original Project. The VMT analysis also included an evaluation of the office uses that are included in the Original and Modified projects. The VMT analysis determined that under both circumstances, as this use is not changing with the Modified Project, the office development is estimated to generate 20.6 miles per employee, which exceeds 85% of the countywide average of 9.41 miles per employee (one-way trip). As a result, mitigation to reduce employee VMT would be required for the Modified Project. Mitigation Measure GHG-1(b) from the 2015 Final EIR would apply to the Modified Project.

The potential for impacts related to VMT were known prior to completion of the 2015 Final EIR. Therefore, the effect of VMT from the project is not new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete. There have been no substantial changes in the project or circumstances that would require major revisions to the 2015 EIR related to transportation. As stated above, the Modified Project would result in lower VMT compared to the Original Project. The Modified Project would not result in new or substantially more severe impacts to transportation than those identified in the 2015 Final EIR with the incorporation of mitigation measure GHG-1(b) for potential VMT impacts.

While traffic impacts are no longer based on vehicle delay/LOS thresholds due to the transition from evaluating LOS impacts to VMT under SB 743, it is still necessary to maintain compliance with LOS standards within the City’s General Plan. For this reason, mitigation measure T-1 from the 2015 Final EIR would still be required as a condition of approval for the Modified Project to resolve impacts to intersections as a result of development on the Modified Project site.

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

The analysis the 2015 Final EIR determined that development of the Betteravia Plaza project site would result in less than significant impacts related to traffic hazards and emergency access. The Modified Project would not substantially change the internal circulation, traffic improvements required for development of the site, or any other features that would result in a new traffic hazards or inadequate emergency access. Therefore, the Modified Project would not result in new or substantially more severe impacts related to traffic hazards and emergency access in comparison to the Original Project, and no mitigation measures for such impacts would be required.

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## 3.18 Tribal Cultural Resources

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	N/A; New CEQA checklist item added after 2015 Final EIR published	No	No	No	N/A
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	N/A; New CEQA checklist item added after 2015 Final EIR published	No	No	No	N/A

**Setting:**

California Assembly Bill 52 (AB 52) was enacted in July 2015 and expands CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” According to the legislative intent for AB 52, “tribes may have knowledge about land and cultural resources that should be included in the environmental analysis for projects that may have a significant impact on those resources.” Section 21074 of AB 52 also defines the category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a

California Native American tribe” that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence.

*Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- a. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Because the 2015 Final EIR, from which this Addendum tiers, was initiated prior to July 2015, Native American consultation pursuant to AB 52 was not conducted for the Original Project and is not required for the Modified Project. Nevertheless, the City sent notification letters regarding the Modified Project on April 19, 2022 to representatives of the Barbareno/Ventureno Band of Mission Indians, Chumash Council of Bakersfield, Coastal Band of the Chumash Nation, Northern Chumash Tribal Council, San Luis Obispo County Chumash Council, and Santa Ynez Band of Chumash Indians. The City received one response from Crystal Mendoza, on behalf of the Santa Ynez Band of Chumash Indians, stating that the Elder’s Council requests no further consultation on the Modified Project. No other tribes responded to the notification letters. Furthermore, the Modified Project would not result in additional site disturbance beyond what was evaluated for the Original Project in the 2015 Final EIR. Therefore, the Modified Project would not result in new or substantially more severe impacts to tribal cultural resources than what would occur with the Original Project, and no mitigation measures for impacts to tribal cultural resources would apply to the Modified Project.

## 3.19 Utilities and Service Systems

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Section 5.14	No	No	No	N/A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Section 5.14	No	No	No	N/A
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Section 5.14	No	No	No	N/A
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Section 5.14	No	No	No	N/A
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Section 5.14	No	No	No	N/A

*Setting:*

Utility services for the Modified Project would be provided by the City of Santa Maria. The City obtains water from local groundwater and the State Water Project (SWP). The amount of water imported from the SWP varies based on hydrologic conditions, water available in the SWP storage reservoirs, and environmental regulations in the San Francisco Bay/Sacramento-San Joaquin River Delta. The Santa Maria Valley Groundwater Basin, especially the Santa Maria Valley Management Area, is considered a reliable source of water and has a large volume of groundwater in storage (Santa Maria 2020).

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The 2015 Final EIR did not evaluate impacts to telecommunications, electric power, and natural gas facilities. The 2015 Final EIR determined that impacts to wastewater, water, and storm water drainage from the Original Project would be less than significant.

The Modified Project would connect to existing wastewater, water, electrical, natural gas, and telecommunications services and facilities and would not increase or alter demand such that the relocation or new or expanded facilities would be required. According to the City's 2020 Urban Water Management Plan (UWMP), the City's water supply is expected to be 100% reliable through 2045. Total water supply is expected to exceed total water demand through the year 2045. The projected water demand considers future population growth and build-out under the City's General Plan (Santa Maria 2020). In addition, the Modified Project would be subject to the landscape design standards which reflect the State's Model Water Efficient Landscape Ordinance and would reduce the water demand of the project.

The 2020 UWMP evaluates current and projected wastewater in the city and estimates per capita wastewater generation is approximately 68 gallons per day. In 2045, the wastewater collected and treated by the City would be approximately 9.1 million gallons per day (Santa Maria 2020). As detailed in the Greenhouse Gas Emissions section, the total assumed service population for the Modified Project is 2,434 people. This service population would generate an estimated 165,512 gallons per day or approximately 1.8% of the city's total volume of wastewater per day.

The Modified Project would connect to existing electrical, natural gas, and telecommunications service and facilities at the project site and would not increase or alter demand such that the relocation or new or expanded facilities would be required. Therefore, the Modified Project would not result in new or substantially more severe impacts to water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities than what would occur with the Original Project, and no mitigation measures for impacts to water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities would apply to the Modified Project.

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

According to the 2015 Final EIR, the City of Santa Maria would provide water service to the Original Project site. Water supply surplus in the year 2030 would be approximately 24,930 acre-feet per year (AFY). The net water entitlements for the city exceed forecasted water demand and the water

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supply impact of the Original Project. For these reasons, the 2015 Final EIR determined that impacts to water supply would be less than significant.

The City's 2020 UWMP evaluates the projected water supply and demand under single-dry year and multiple-dry year scenarios. According to the UWMP, the City's water supply would meet projected water demands through 2045 (City of Santa Maria 2020). The City's UWMP includes population projections through 2045 and estimates a service population of 135,411 in 2045. The DOF estimates the current population of the City of Santa Maria to be 109,910 which would allow for an estimated growth of 25,501 persons through 2045. The Modified Project would account for approximately 40 employees and would be well within growth projections of the UWMP. Since the project's population would be within the City's UWMP growth projections, there would be sufficient water supply to meet projected water demands of the Modified Project. Therefore, the Modified Project would not result in new or substantially more severe impacts to water supply than what would occur with the Original Project, and no mitigation measures for impacts to water supply would apply to the Modified Project.

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

According to the 2015 Final EIR, the City Public Works Department and Utilities Director indicated there is sufficient wastewater treatment capacity for the Original Project with the programmed expansion of the Wastewater Treatment Plant (WWTP). For these reasons, the 2015 Final EIR determined that impacts to available wastewater treatment would be less than significant.

The City's WWTP was updated in 2009, increasing the wastewater treatment capacity to 13.5 million gallons per day, which can serve a population of up to 120,000. The current population of the city is approximately 109,910 (DOF 2022). The Modified Project would not increase the total population beyond the capacity of the WWTP. Therefore, the Modified Project would not result in new or substantially more severe impacts to wastewater treatment than what would occur with the Original Project, and no mitigation measures for impacts to wastewater treatment would apply to the Modified Project.

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

According to the 2015 Final EIR, the City Public Works Department and Utilities Department indicated that there is sufficient permitted landfill capacity for the Original Project, and impacts related to solid waste were determined to be less than significant.

The City of Santa Maria currently disposes of solid waste at the Santa Maria Regional Landfill and is currently in the design revision process for development of a new landfill in the city – the Santa Maria Integrated Waste Management Facility (IWMF or Los Flores Ranch Landfill; Facility No. 42-AA-0076). The new landfill will have approximately 90 years of capacity to serve the city.

The Modified Project would rely on the City's solid waste services and facilities and, with the development of the new landfill, the proposed development would not result in need for new or expanded solid waste facilities. Additionally, the new waste facility, as permitted, is consistent with and would be required to comply with applicable federal, state, and local regulations regarding solid

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

## 3.20 Wildfire

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A; New CEQA checklist item added after 2015 Final EIR published	No	No	No	N/A
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A; New CEQA checklist item added after 2015 Final EIR published	No	No	No	N/A
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A; New CEQA checklist item added after 2015 Final EIR published	No	No	No	N/A
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	N/A; New CEQA checklist item added after 2015 Final EIR published	No	No	No	N/A

*Setting:*

The Modified Project Site is an infill property surrounded by existing urban development. The site is not located in a state responsibility area or adjacent to any lands classified as very high fire hazard severity zones.

*If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The analysis in the 2015 Final EIR predates updates to the State CEQA Guidelines requiring the evaluation of potential impacts related to wildfire and, therefore, did not address such impacts.

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

## 3.21 Mandatory Findings of Significance

	Where was Impact Analyzed in the 2015 Final EIR?	Do Proposed Changes Require Major Revisions to the 2015 Final EIR?	Do New Circumstances Require Major Revisions to the 2015 Final EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2015 Final EIR Mitigation Measures Address and/or Resolve Impacts?
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Throughout 2015 Final EIR	No	No	No	N/A
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Throughout 2015 Final EIR	No	No	No	N/A
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Throughout 2015 Final EIR	No	No	No	Yes

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a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to*

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*drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed in the Biological Resources section, the Modified Project would not have the potential to substantially reduce the habitat of a fish or wildlife species or cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or reduce or restrict the range of a rare or endangered plant or animal. As discussed in the Cultural Resources and Tribal Cultural Resources sections, the Modified Project would not result in any impacts that could eliminate important examples of the major periods of California history or prehistory. The Modified Project would not result in any new or substantially more severe impacts to wildlife habitats, populations, ranges, or important examples of the major periods of California history or prehistory beyond those identified in the 2015 Final EIR.

*b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Each topic section (i.e., Air Quality, Greenhouse Gas Emissions, and Transportation and Circulation) of the 2015 Final EIR included an evaluation of the Original Project's contribution to cumulative effects, based in part on a review of the City's Major Development List as well as regional forecasts. The City's current and past (since January 2015) Major Development List can be found on their website at: <https://www.cityofsantamaria.org/city-government/departments/community-development/planning-division/planning-policies-and-regulations/current-development-activity>

As discussed in the Air Quality section of the 2015 Final EIR, a project would have a significant cumulative air quality impact if it were inconsistent with the applicable adopted federal and state air quality plans. The Original Project was determined to be consistent with the 2013 Clean Air Plan and, thus, would result in a less than significant cumulative impact to air quality. As discussed in the Air Quality section of this Addendum to the 2015 Final EIR, the Modified Project would be consistent with the SCAPCD 2019 Ozone Plan, similarly resulting in a less than significant cumulative impact to air quality.

Analyses of GHGs are cumulative in nature, as they affect the accumulation of GHGs in the atmosphere. Projects falling below the impact thresholds would have a less than significant impact, both individually and cumulatively. The 2015 Final EIR determined that project-level and cumulative impacts as a result of GHG emissions would be significant and unavoidable. As discussed in the Greenhouse Gas Emissions section of this Addendum to the 2015 Final EIR, although the Modified Project would be required to incorporate all feasible mitigation measures, it is unlikely that the measures can reduce mobile source GHG emissions to below the SBCAPCD criteria. Similar to the Original Project, the Modified Project would result in a significant and unavoidable cumulative GHG impact.

The baseline used to assess cumulative traffic impacts in the 2015 Final EIR included the existing traffic volumes plus traffic anticipated from development of approved and pending projects in the city. The 2015 Final EIR determined that cumulative traffic impacts would be less than significant with incorporation of mitigation measure T-1. Based on technical guidance from OPR for using VMT for analyzing transportation impacts, if a project has a less than significant impact on VMT using an efficiency-based threshold (e.g., VMT per capita), the project will not contribute to a cumulative VMT impact (OPR 2018). As discussed in the Transportation section of this Addendum to the 2015

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Final EIR, the modified Project would result in a decrease in VMT in comparison to the Original Project. The VMT analysis also included an evaluation of the office uses that are included in the Original and Modified projects. The VMT analysis determined that under both circumstances, as this use is not changing with the Modified Project, the office development would exceed 85% of the countywide average VMT. As a result, mitigation measure GHG-1(b) to reduce employee VMT would be required for the Modified Project. With implementation of mitigation measure GHG-1(b), the Modified Project would not result in new or more severe cumulative traffic impacts.

Modified Project construction activities would be temporary and localized to the project site. In addition, potential impacts from construction activities would be mitigated to a less than significant level with implementation of applicable 2015 Final EIR mitigation measures. With implementation of applicable mitigation, the Modified Project would not contribute to a cumulative impact when considered in combination with other projects. Furthermore, the Modified Project would not affect City population or housing or conflict with development potential identified in the City of Santa Maria General Plan. The Modified Project would not generate growth or new vehicle trips that could contribute to cumulative impacts to the City's circulation system, regional VMT, air quality, or ambient noise levels. As a result, operational impacts would not be cumulatively considerable. In summary, the Modified Project would not result in any new or substantially more severe cumulative impacts than those analyzed in the 2015 Final EIR.

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

In general, impacts to human beings are associated with air quality, GHG emissions, hazards and hazardous materials, geologic hazards, noise, traffic safety, and wildfire. As discussed in the preceding sections, Modified Project impacts related to geologic hazards, hazards and hazardous materials, noise, and wildfire would be less than significant. Applicable 2015 Final EIR mitigation measures identified in this document would ensure impacts to air quality, GHG emissions, and traffic would be reduced below a level of significance. Therefore, with implementation of the required measures, no substantial adverse effects on human beings would occur as a result of the Modified Project. The Modified Project would not result in new or substantially more severe environmental effects on human beings, either directly or indirectly, beyond what was analyzed in the 2015 Final EIR.

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## **4 Conclusion**

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In accordance with Section 15164 of the CEQA Guidelines, the City of Santa Maria has determined this Addendum to the 2015 Final EIR is necessary to document changes or additions that have occurred in the project description since the 2015 Final EIR was originally prepared. No new significant impacts or impacts of substantially greater severity beyond those previously disclosed in the 2015 Final EIR would occur as a result of the Modified Project. Therefore, the following determinations have been found to be applicable:

- No further evaluation of environmental impacts is required for the proposed project;
- No Subsequent EIR is necessary per CEQA Guidelines Section 15162; and
- This addendum is the appropriate level of environmental analysis and documentation for the proposed project in accordance with CEQA Guidelines Section 15164.

As demonstrated by the analysis throughout Section 3 of this addendum, the Modified Project would not introduce any new significant environmental impacts beyond those which have already been identified and characterized in the 2015 Final EIR. None of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred as a result of the Modified Project. The City has reviewed and considered the information contained in this Addendum in its consideration of the 2015 Final EIR and finds the preparation of a Subsequent EIR is not necessary. Pursuant to CEQA Guidelines Section 15164(c), this addendum would be included in the public record for the 2015 Final EIR.

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# Appendix A

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Applicable Mitigation Measures from the 2015 Final EIR for the Revised Betteravia Plaza  
General Plan Amendment and Rezone Project

## Applicable Mitigation Measures for the Revised Betteravia Plaza General Plan Amendment and Rezone Project

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The mitigation measures identified in the 2015 Final EIR which are applicable to, and incorporated into, the Modified Project are listed in Table A-1 below for reference.

**Table A-1 Mitigation Measures Identified in the 2015 Final EIR for the Original Betteravia Plaza Project that are Applicable to the Revised Betteravia Project (Modified Project)**

Mitigation Measures	
Aesthetics/Visual Resources	
<b>AES-1</b>	<p>To protect residential privacy, reduce visual mass, and maximize visual appearance, each Planned Development Permit on sites adjacent to Residential properties in proximity to Carmen Lane, shall incorporate the following mitigation measures into the project design:</p> <ol style="list-style-type: none"><li>I. <i>Building height limitations:</i> To minimize the potential for large, looming structures at the top of the escarpment, no building should exceed three and one-half stories 45 feet in height on the lots located along the northerly perimeter of the project site, unless a site-specific visual impact study demonstrates no impacts would result from additional stories or taller buildings.</li><li>II. <i>Building Location and Orientation:</i> When orienting structures on a lot in proximity to Carmen Lane, site, consideration shall be given to the privacy concerns of adjoining properties and buildings. Building, window, and balcony orientation shall be permitted to maximize views while making every consideration to preserve the privacy of nearby residential properties.</li><li>III. <i>Building setbacks:</i> Building exceeding two-stories or 35 feet in height shall be setback a minimum of 100 feet from the closest residential property line.</li><li>IV. <i>Window Orientation:</i> Window orientation (on the north side of) non-residential buildings should preclude a direct line of sight into adjacent residential private open spaces (e.g., back yards). High windowsill placement should be incorporated to prevent direct line of sight into adjacent rear yards.</li><li>V. <i>Building Mass:</i> Each subsequent PD Permit shall employ methods to: minimize building mass and to maximize visual attractiveness. For example, buildings more than two-stories tall should be broken down into small, proportioned components and bays, and upper floors stepped back from lower floors.</li><li>VI. <i>Wrap-Around Architecture:</i> Each PD Permit shall employ techniques to ensure an attractive appearance from all vantage points. Upper building designs (two-stories or more) shall incorporate 360-degree architecture. 360-degree architecture is the articulation of all building facades above the first floor. This includes massing, roof forms, and wall planes, as well as surface articulation.</li><li>VII. <i>Escarpment Treatment:</i> The Subdivision Tract Map shall ensure that the northerly escarpment shall be tiered or stepped and shall include substantial trees and landscape plantings at its base, mid-section and top levels.</li><li>VIII. <i>Walls and Barriers:</i> To the maximum extent feasible, the new development should integrate with the neighborhoods to the north. Direct pedestrian connections are encouraged to supplement the sidewalks along Western Avenue. Barriers along the northerly site boundary should be minimized. While it is recognized that some uses may warrant perimeter security barriers, tall walls located along the top of the escarpment are strongly discouraged. When security barriers are needed, a three-foot-tall decorative wall with pilasters with three feet of decorative iron along the top of the three-foot wall, is a preferred solution.</li><li>IX. <i>Lighting:</i> The height of free-standing lighting fixtures on lots located along the northerly (Carmen Lane frontage) shall be limited to a maximum height of 12 feet.</li><li>X. <i>Service areas:</i> Loading and service areas shall be screened minimize their visibility.</li></ol>
<b>AES-2</b>	<p>In accordance with General Plan Land Use Element Urban Design Goal L.U.3, the following mitigation measures will be incorporated as part of a Development Agreement and implemented with each Planned Development Permit for all phases of development.</p>

**Mitigation Measures**

- I. *Building Street Presence:* The Master Conceptual Plan shall include a substantial portion of the total building area to be located at the front setback line for the lots fronting on West Betteravia Road. Such building placement and alignment, together with substantial landscape treatment shall be employed to strengthen the streetscape and to help screen-off the parking areas. This portion of the total building area can be in the form of a row or groupings of smaller pad or satellites buildings along the street frontage. The location and positioning of pad buildings as shown on the Preliminary Conceptual Master Site Plan provides an excellent beginning toward this end and should be carried through the final project design.
- II. *Storefront Appearance:* Only active building elevations, or at a minimum, the appearance of active building elevations, shall be employed along the West Betteravia Street frontage. The requisite “active” building features may include, but are not limited to: articulated storefronts, windows, and articulated building entryways, substantial changes in wall plane (projections and recesses of over three feet in depth), window awnings, decorative trellises and architectural detailing are also encouraged. At no time shall blank or unarticulated walls address West Betteravia Road.
- III. *General Building Orientation and Form:* Provide shifts in building massing, variation in height and roof form, while maintaining formal relationships of building placement to the public street frontage. Emphasize Building Entries through recessed or projecting forms, details color or materials.
- IV. *Outdoor storage:* Outdoor storage areas, service areas, outdoor mechanical areas or loading areas, shall not face the public streets. In all cases, these service areas shall be located and designed and screened to minimize their visibility.
- V. *Drive-Through Uses:* The “preferred” alternative for drive-through queuing lanes is perpendicular to, and not along, or parallel to, the public street frontage. All drive through facilities shall have an attractive appearance and be screened with a combination of a decorative low wall, berms and landscaping.
- VI. *Service Stations:* Service stations shall be designed to fit compatibly with the overall project design theme. While it is acceptable, to a small degree, for a business within the retail center, to include some corporate identity, an over-emphasis of franchise architecture is strongly discouraged. Over-emphasis is exemplified when the corporate or franchise style is determined not to be compatibly stylistic with established theme of the Betteravia Plazas Center.

**AES-3** Each building or complex of buildings shall be stylistically consistent. The architectural styles, materials, colors and forms should all work together to express a single theme.

- I. *Parking Orientation:* Parking lots along the full length of a street are inappropriate. Parking shall be located behind structures (unless clearly demonstrated to be impractical). In certain situations, limited street front parking may be acceptable.
- II. *Pedestrian Network:* Pedestrian pathways, plazas and arcades shall be interconnected linking the residential commercial and office uses throughout the project site. Outdoor spaces shall reflect purposeful planning and provide plaza spaces with defined edges, benches, and pedestrian scale lighting. The Pedestrian Network as shown on the preliminary conceptual plan provides an excellent beginning to be refined and developed through each PD Permit for each Phase of development. Building setbacks: Building exceeding two-stories or 35 feet in height shall be setback a minimum of 100 feet from the closest residential property line.
- III. *Focal Points:* Focal points should be created and incorporated into sites to establish a sense of place and orientation. Fountains, plazas, artwork, and universally accessible changes in pavement levels can be used to create focal points. The potential Focal Point located between the two central 6,000-square-foot pad buildings from the Betteravia Road vantage point provides an excellent Focal Point to be further developed, refined and carried through each applicable Phase.
- IV. *Public Gathering Areas:* Arcades, plazas, courtyards, pocket parks, and outdoor cafés should be included and be designed in an inviting manner that encourages pedestrian use through the incorporation of shelter, trellises, fountains, art, seating, and shade trees.
- V. *Landscape and Site Amenities:* Internal Landscaping should be substantial. A variety of Landscape planters at the front of buildings and in pedestrian areas is strongly encouraged. Site furnishings and light fixtures in public spaces shall reflect the same or similar design concepts as those used on the surrounding buildings and within the public rights-of-way.
- VI. *Building Articulation:* Building articulation shall be oriented toward the pedestrian creating where appropriate outdoor dining areas, plazas, and pedestrian connections.

## Mitigation Measures

- VII. *Landscape/Tree Plantings*: Site Landscaping shall meet or exceed the City's fifteen percent minimum. Landscaping shall include a wide variety of trees, shrubs and groundcover. A landscape scheme shall be derived and designed to frame and enhance the appearance highly articulated buildings. Tree Plantings shall meet or exceed the minimum standards as provide by Section 12-44 of the City Municipal Code.
- VIII. *Multi-Purpose Trail*: To enhance the experience for residents, workers and patrons of the Betteravia Plaza's project and the City as a whole, the multi-Purpose Trail Corridor shall be improved by the project to the City's current standard for trail improvements and shall include a substantial planting of trees along the trail. Fencing should be decorative iron, or a satisfactory equivalent may be provided.

The Project Developer may choose to complete the above-described common use areas, as a whole, through implementation of a Subdivision Map, a master PD Permit, or said improvements may occur within the boundaries of each building site for each Planned Development Permit. The Development Agreement shall provide additional parameters for the above-described measures. The final completion of said common area facilities should result in a cohesive and consistent design.

Incorporation of the above-described measures shall ensure that each Planned Development Permit, for each Phase of Development shall be consistent with *Urban Design Goal L.U.3* of the City of Santa Maria General Plan and the parameters established under a Development Agreement for the Project.

## Air Quality

**AQ-1(a)** During construction the applicant shall implement all of the applicable measures from the following list as standard dust control measures:

- i. Use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the 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.
- ii. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 mph or less.
- iii. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days 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.
- iv. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
- v. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- vi. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and land use clearance for finish grading of the structure.
- vii. Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.

**AQ-1(b)** During project grading and construction, the applicant shall adhere to the following measures to reduce NOx and PM2.5 emissions from construction equipment:

- i. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- ii. Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel PM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at [www.arb.ca.gov/msprog/ordiesel/ordiesel.htm](http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm).
- iii. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

**Mitigation Measures**

- iv. Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
  - v. Diesel powered equipment should be replaced by electric equipment whenever feasible.
  - vi. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
  - vii. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
  - viii. All construction equipment shall be maintained in tune per the manufacturer's specifications.
  - ix. The engine size of construction equipment shall be the minimum practical size.
  - x. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
  - xi. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- AQ-1(c)** The project applicant shall comply with APCD's Rule 345: Control of Fugitive Dust from Construction and Demolition Activities including all applicable standards and measures therein.
- AQ-1(d)** All portable diesel-fired construction engines rated at 50 brake horsepower (bhp) or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from APCD permit, provided they will be onsite for less than 12 months.
- AQ-1(e)** If contaminated soils are found at the project site, the APCD must be contacted to determine if ATC and/or Permit to Operate permits shall be required. (APCD permits are required for all soil vapor extraction activities. APCD permits are also required for the excavation, or "dig-and-haul", of more than 1,000 cubic yards of contaminated soils.)
- AQ-1(f)** At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:
- Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
  - Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
  - See [www.arb.ca.gov/noidle](http://www.arb.ca.gov/noidle) for more information.
- AQ-1(g)** Asphalt paving activities shall comply with APCD Rule 329, Cutback and Emulsified Asphalt Paving Materials.
- AQ-2** The applicant shall incorporate measures from the following list into designs for each area of the project as determined feasible and required by the Planning Commission as part of the Planned Development permit review. The design features can be incorporated into final Development Plan approval for individual parts of the project as appropriate. The recommendations for future services within the development may or may not be appropriate, depending on the final uses or type of development.
- Design features to encourage alternate transportation modes:
- For pedestrians: sidewalks; safe street and parking lot crossings; shade trees; off street breezeways, alleys, and over crossings; placement of parking lots and building entrances to favor pedestrians rather than cars; shower and locker facilities.
  - For transit riders: all of the above plus safe, sheltered transit stops with convenient access to building entrances.
  - For bicyclists: theft proof and well-lighted bicycle storage facilities with convenient access to building entrance; on-site bikeways between buildings or uses; shower and locker facilities.
  - For carpools and vanpools: preferential parking.
  - Onsite services to reduce the need for offsite travel.
  - For residential developments: include childcare, telecommute center, neighborhood retail stores, postal machines, automatic teller machines.
  - For commercial/office developments: include childcare, food services, postal machines, banking services.

### Mitigation Measures

- For commercial/retail developments: include delivery services, sales by phone.

Onsite services to encourage alternative transportation modes: rideshare matching, transit subsidies, vanpool subsidies, shuttle services, parking management, guaranteed ride home, and education.

### Greenhouse Gas Emissions

**GHG-1(a)** The applicant shall incorporate measures from the following list of energy conservation measures into designs for each area of the project development as determined feasible and required by the Planning Commission as part of the Planned Development permit review.

- Use locally made building materials for construction of the project and associated infrastructure when such materials are locally available;
- Use of materials which are resource efficient, recyclable, with long life cycles.
- Use of efficient lighting and lighting control systems;
- Use of water efficient landscapes;
- Use tankless water heaters or solar water heaters;
- Use of low energy interior lighting;
- Use low energy street lights and parking lot lights (i.e. sodium);
- Use of high efficiency or gas space heating;
- Use double-paned windows;
- Use of heat transfer modules in furnaces;
- Use of light colored water-based paint and roofing materials as well as cool roofing materials;
- Use of natural lighting;
- Use of energy efficient lighting;
- Use of high efficiency gas or solar water heaters;
- Use of built-in energy efficient appliances; and
- Use of landscaping to shade buildings and parking lots;
- Solar power included in residential and commercial design;
- Water conservation (improved practices and equipment, landscaping); and
- Waste reduction (material re-use/recycling, composting, waste diversion/minimization).

**GHG-1(b)** The applicant shall incorporate the following measures to reduce VMT and associated GHG emissions into designs for each area of the project as determined feasible and required by the Planning Commission as part of the Planned Development permit review.

VMT Reduction Measures include:

- Bicycling –
  - Bike facilities on all streets: Class II or III.
  - Special secured employee bike parking.
  - Employee shower and locker room facilities.
  - Bike infrastructure improvements to and from the project area.
- Walkability –
  - Tree-lined separated sidewalks on all streets. Double row of trees on Betteravia Road and within the project area as determined by the Planning Commission.
  - Sidewalk and crosswalk improvements within the project area.
  - More tree planting and maintenance within the project area.
- Transit –
  - Provide transit stops adjacent to or within the project area.
  - Provide special funding to start up enhance a.m. and p.m. peak service for retail employees.
  - Expand transit ridership through expanded SMAT service to and from the project area.
  - Provide first year bus pass on request for residents and employees within project area.
- Electric Vehicle Infrastructure (EV charging stations, pre-wiring for future EV stations), see [www.ourair.org/sbc/plug-in-central-coast/](http://www.ourair.org/sbc/plug-in-central-coast/) for more information.

**Mitigation Measures**

- Preferential carpool/ vanpool parking.

**Transportation**

- T-1** Prior to occupancy clearance for any structure exceeding 20 peak hour trips, the applicant shall design and install intersection improvements (traffic signals) at the intersections of (a) Western Avenue-Meredith Road and West Betteravia Road, and (b) South Blosser Road and Sonya Lane, to the satisfaction of the Public Works Department. Along West Betteravia Road, these improvements will include the provision of additional right-of-way (approximately 16 feet) to accommodate the 6-lane arterial standard lane width, bicycle lanes and sidewalk. Based on recommendations included in the Traffic Circulation Study, the configuration for the new signalized intersection at Western Avenue-Meredith Lane and West Betteravia Road shall include additional right-of-way and the following lanes and movements:
- Northbound: Left turn lane and combined through traffic, right turn lane
  - Southbound: Left turn lane, through traffic lane, and right turn lane
  - Eastbound: Left turn lane, two through traffic lanes, combined through traffic and right turn lane.
  - Westbound: Left turn lane, three through traffic lanes, right turn lane

The Traffic Circulation Study indicates that the above signalized configuration would provide an LOS value of A for both the a.m. and p.m. peak hour conditions. However, the final configuration of this intersection and details of its design and timing must be approved by the Public Works Department, and its construction will be a condition of project approval. An Encroachment Permit will also be required from the Public Works Department, which will provide for temporary traffic control and other details related to the intersection improvements.

Installation of a traffic signal for the intersection of South Blosser Road and Sonya Lane is also recommended, this recommendation may be modified depending on further study accounting for the opening of the east leg of Carmen Lane adjacent to Jiménez Elementary School and review by the Public Works Department. If it is determined that the full operation of the existing traffic signal at South Blosser Road and Carmen Lane substantially reduces a.m. and p.m. peak hour traffic at this intersection (South Blosser Road and Sonya Lane), then the details for the intersection improvements may be modified by the Public Works Department. Signalization may not be necessary at this intersection if the further analysis indicates that an acceptable LOS would be maintained without a signal.

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# Appendix B

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DUDEK Air Quality and Greenhouse Gas Technical Memorandum

# Appendix C

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DUDEK Refined Health Risk Assessment for The Betteravia Chevron

# Appendix D

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AMBIENT Air Quality & Noise Consulting Noise Assessment

# Appendix E

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DUDEK Vehicle Miles Traveled Analysis