

March 2, 2023 (Agenda)

Local Agency Formation Commission
105 East Anapamu Street
Santa Barbara CA 93101

Study Session for City of Santa Maria Richards Ranch Annexation and Draft Environmental Impact Report comments

Dear Members of the Commission

RECOMMENDATION

It is respectfully recommended that the Commission consider the information provided at this study session and give direction and comments to staff as appropriate to submit comments to the City of Santa Maria regarding the Draft Environment Impact Report. **(Attachment C)**

DISCUSSION

This study session is to provide the Commission with information regarding the Richards Ranch Annexation and Environmental Impact Report released by the City of Santa Maria in December 2022. Attachment A is summary of the proposal and a description of the various land uses, infrastructure demands and timing. Attachment B is a summary of the Environmental Impact Report. Attachment C contains LAFCO's comment letter regarding the EIR and proposal.

Richards Ranch Annexation area is currently located in the County of Santa Barbara immediately southeast of the City within the Orcutt Community Plan as Key Site 26 (Richards). The area consists of four parcels, totaling approximately 44 acres. The area is within the City's Sphere of Influence last adopted in 2016.

BACKGROUND

The City of Santa Maria has released a Draft Environmental Impact Report (DEIR), and plans to hold a Planning Commission hearing sometime in the first quarter of 2023 and

City Council on the Final EIR and project entitlements in Spring-Summer 2023. LAFCO staff has reviewed the DEIR and provided comments (Attachment C). LAFCO is likely to use the EIR as a Responsible Agency. Comments have been extended until March 7, 2023.

Project Description.

Richards Ranch, LLC (Applicant), has prepared a conceptual development plan that anticipates potential future development and use of the site. The conceptual development plan includes a mix of commercial and high-density residential uses. The conceptual development plan includes:

- Retail commercial, mini-storage, and high-density residential uses (Figure 2-3).
- The conceptual development plan would allow a maximum buildout of 160,800 square feet of commercial uses on 16.35 acres of the project site, as well as
- 400 apartments and 95 townhomes on the remaining 27.40 acres.



Figure 2.3

For greater detail on the project components, please refer to Attachment A.

The exact timing of future development of the project site is unknown and would depend on market factors. However, the Applicant has preliminarily estimated that the project would be built out over approximately 4 years. Buildout of the project would be generally assumed to occur according to the construction schedule detailed in Table 2-6 (page 2-13 of DEIR). Although future buildout is only conceptual at this time, this buildout schedule is reasonable based on current market- and development-related issues. The EIR assumes the conceptual development plan would be constructed beginning in 2023 and ending in 2026.

KEY ISSUES FOR LAFCO

Efficient Provisions of Urban Services. As currently proposed, the property would be served by four different entities (Golden State Water Company for water, Laguna County Sanitation for sewer, County Fire as first responders, and City for all other services). This has the potential of creating a different class of residents within the City limits. The Cortese-Knox-Hertzberg Act (CKH Act) and Santa Barbara LAFCO local policies strive for an effective local government structure that takes into consideration the need for enhanced urban services, cost and adequacy of those services where services and improvements can be provided and financed. The desire for urban level services would preferably be provided by a single agency versus a number of small providers which could enhance efficient provisions of urban services.

Consistency with Applicable Policies and Factors. The DEIR Chapter 4.9.2.4 under *Consistency with Applicable Plans and Policies* generally lists SBLAFCO policies and standards for Spheres of Influence and standards for annexations to Cities, favorable and unfavorable factors. Several other policies and factors are not listed and therefore not evaluated in the DEIR. These are outlined in the LAFCO Comment Letter.

Water Resources and Adequate Infrastructure Capacity. The DEIR Section 4.14 Utilities and Service Systems documents the Golden State Water Company's current supply and demand. No assessment is provided to *ensure adequate infrastructure is in place from GSWC system*. Supplemental water is required and being provided by the City. Staff believes an Alternative should be evaluated that includes all services are provided by the City of Santa Maria. At the very least LAFCO will want to better understand any formalized agreement before annexation, not after.

Affordable Housing and RHNA. The DEIR Section 4.11 Population and Housing cites on page 4.11.3 the Regional Housing Needs Allocation from the 5th cycle that covers the period between 2014 to 2022. The impact assessment also provides analysis based on the 5th cycle. This proposed project would fall under the 6th cycle. Staff believes this project

could assist in adding more affordable housing units to an already limited affordable housing stock within the City. Staff notes the potential for a transfer of RHNA may be part of property tax exchange negotiation process.

Fire Service Impacts. The DEIR Section 4.12 Public Services and Recreation documents the existing conditions for both City Fire Station 6 and new County Fire Station 25. The DEIR concludes on page 4.12-14 *“Service to the project site is dependent on the mutual aid agreement between SMFD and SBCFD.”* Per NOP response letter from Deputy Chief Rob Heckman dated February 25, 2022 Mr. Heckman states *“At this time the SBCFD does not believe the proposed project is in the best interest of the residents and property owners of the unincorporated Orcutt community and has the potential to result in a significant negative impact to public safety.”* Staff believes the EIR should evaluate the project impacts and mitigations necessary for SMFD service from Station 6.

Alternatives Analysis. Staff would request an Alternative be evaluated that considers full City services being provided. Consistent with the City Managers request to have LAFCO *promote orderly development in Santa Maria Valley into the City of Santa Maria to avoid situations such as underinvestment in infrastructure... and lack of municipal services (in Orcutt) or duplication of services (fire services) that end up requiring the City of Santa Maria to invest in improvements after-the-fact rather than constructing the public improvements and municipal services to City standards at the outset.”* Staff would agree that full City services from the outset would enhance urban services and set the stage for future infrastructure to be in place as the City considers annexation into their Sphere of Influence southerly in Orcutt. LAFCO urges the City to evaluate an Alternative that places the City as full-service provider for water, wastewater, and fire services that utilizes City infrastructure and municipal services to City standards.

KEY MITIGATION

Pursuant to the CEQA process, mitigation for the environmental impacts have been identified and will be required by the City through conditions of approval placed on the project. The proposed project would result in impacts associated with the following areas; Air Quality and Greenhouse Gas Emissions, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, and Noise.

LAFCO POLICIES AND FACTORS

In 2016, LAFCO updated the Sphere of Influence (SOI) to the City of Santa Maria. The current Municipal Service Review’s summarizes the service capability of the City with respects to police and fire (2021 MSR) and water and sewer (draft 2022 MSR). Overall, the City was found to have adequate capability to provide services to the SOI areas. A number

of LAFCO Policies and Factors still need to be addressed. These are outlined in the LAFCO Comment Letter (Attachment C).

SUMMARY

The information provided at this Study Session has been summarized from the documentation submitted by the City for this project.

Attachments

Attachment A– Project Description

Attachment B - DEIR Summary

Attachment C – LAFCO DEIR Comments

Attachment D – Public Comments Received

Please contact the LAFCO office if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "M Prater".

Mike Prater
Executive Officer

6. AREAS OF CONTROVERSY

Section 15123(b)(2) of the State CEQA Guidelines requires identification of the areas of controversy known to the Lead Agency, including issues raised by agencies and the public. In compliance with State CEQA Guidelines Section 15082, as amended, a Notice of Preparation (NOP) was circulated on February 8, 2022, to various agencies, organizations, and interested persons throughout the region (Appendix A). The NOP provides a description of the proposed project and the scope of the environmental review. Agencies and the public were invited to review and comment on the NOP up through the close of the NOP review period, which was March 9, 2022. The City also hosted a scoping meeting on February 22, 2022. The scoping meeting was held so that jurisdictional agencies and interested persons or groups could provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed in the EIR. Following the close of the 30-day comment period on the NOP, a review of comment letters was conducted to identify any key issues that may require additional technical studies or background research.

Areas of controversy raised by public agencies, public organizations, and individual members of the public primarily included concerns regarding neighborhood compatibility, including the density of the proposed project, which could further burden the limited number of transit stops, pedestrian facilities, and parking in the area; an increase in traffic congestion and associated traffic-related noise and vehicle emissions; and development near Santa Maria Airport and associated safety hazards. To the extent these issues and concerns are within the scope of CEQA, they are addressed in the evaluation and identification of potential mitigation measures for each environmental issue area included in Chapter 4, Environmental Impact Analysis.

7. PROJECT ALTERNATIVES

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR summary identify the choice among project alternatives. Alternatives to the proposed project are discussed in detail in Chapter 5, Alternatives Analysis, of this EIR in accordance with Section 15126.6 of the State CEQA Guidelines. Alternatives required to be considered under CEQA are those that would avoid or substantially lessen one or more of the significant environmental effects identified during evaluation of the proposed project. CEQA Guidelines Section 15126.6(a) states that an EIR shall describe a range of reasonable alternatives. As evaluated in Chapter 4 of this EIR, the significant impacts of the proposed project would affect air quality and greenhouse gas; biological resources; cultural and tribal resources; energy; geology and soils; hazards and hazardous materials; hydrology and water quality; and noise and vibration. Chapter 5 of this EIR identifies, describes, and evaluates the following four alternatives.

- **No Project/No Build Alternative.** Section 15126.6(e) of the State CEQA Guidelines requires analysis of the No Project Alternative. In the No Project/No Build Alternative, implementation of the project would not occur. This alternative assumes no new development or changes would be introduced to the project site to provide a clear comparison of the project to existing (undeveloped) conditions. Additionally, the project site would not be annexed into the City of Santa Maria and would stay within the jurisdiction of the County of Santa Barbara. Current water supply constraints at the project site would remain unchanged.
- **Alternative 1: Existing Santa Maria General Plan Land Use Designation.** The project site is located within the City's Sphere of Influence and therefore has associated planned land use designations as presented in the City's General Plan Land Use Element. Alternative 1 would include annexation of the project site into Santa Maria city limits and would allow the project site to be developed in accordance with the City's existing planned land use designation for the site, which is Commercial and Professional Office. A complementary zoning designation of

commercial office and professional office would also apply to this alternative. Alternative 1 would allow for the construction of up to 658,200 square feet of commercial and professional office uses.

- **Alternative 2: Tree Preservation and Reduced Housing Density.** Alternative 2, Tree Preservation and Reduced Housing Density Alternative, would include annexation of the project site into the Santa Maria city limits. Allowable development under this alternative would include a mix of commercial uses similar to those proposed by the project, combined with lower-density residential land uses (i.e., a reduced number of dwelling units when compared to the project). The land use and zoning designations would be the same as the project, however the housing proposed under this alternative would be closer to, but still higher than, the density and extent of the existing housing located in the neighborhoods surrounding the project site. Another feature of this alternative would be the preservation and enhancement of several natural features of the site. There are many mature trees and other natural features on the project site that are aesthetically desirable and provide important shade relief and biological resource benefit. Alternative 2 would allow for 134,096 square feet of commercial uses and accommodate 312 housing units. When compared to the project, this alternative would allow for an additional 9,346 square feet of commercial uses and 183 fewer housing units.
- **Alternative 3: Mixed Use with Additional Commercial Uses.** Alternative 3, Mixed Use with Additional Commercial Uses Alternative, as with all the development alternatives and the project, would include annexation of the project site into the Santa Maria city limits. Development under this alternative would be similar to the project in the allowable land use designations; however, the balance and location of proposed uses would be different (i.e., proposed commercial uses would be developed to a greater extent as compared to proposed residential uses—63% commercial land use and 37% residential land use). This alternative design would include more commercial and retail land uses both to the north and south of Union Valley Parkway, as well as along Orcutt Road south of Union Valley Parkway. Commercial and professional office uses would account for approximately one-third of the area south of Union Valley Parkway and the remainder would consist of residential uses situated in the southeastern portion of the project site only.

As it would substantially lessen impacts to each of these issue topics to a less-than-significant level, the No Project/No Build Alternative would be the environmentally superior alternative. CEQA Guidelines Section 15126.6(e)(2) requires that if the environmentally superior alternative is the “no project” alternative, the EIR shall identify an environmentally superior alternative from among the other alternatives.

As detailed in Chapter 5, all three project alternatives that incorporate development would have very similar impacts in most of the environmental issues areas as the project, with two exceptions. Alternative 1 (Existing Santa Maria General Plan Land Use Designation) would result in increased environmental impacts related to land use and planning as it does not include a housing component and would not contribute to addressing the current RHNA. Alternative 2 (Tree Preservation and Reduced Housing Density) would result in decreased impacts related to biological resources due to the alternative’s focus on tree preservation. Alternative 3 (Mixed Use with Additional Commercial Uses) would have similar impacts when compared to the project in all resource issue areas. Alternative 1 only partially meets the project objectives, while Alternatives 2 and 3 meet the basic project objectives.

Therefore, Alternative 2 would be considered the Environmentally Superior Alternative. Alternative 2 would reduce the project’s significant impacts while successfully meeting the basic project objectives. While Alternative 2 is similar to the proposed project in that it would provide a mixture of residential and commercial uses, it is not known whether the Applicant would be interested in developing this alternative

as the financial implications to the Applicant related to the reduction in residential units are not known. As well, it is important to note that this alternative would provide less housing so it would contribute less to the City's RHNA goals when compared to the proposed project.

Although Alternative 2 is identified in this EIR as the environmentally superior alternative, the City has the discretion to approve (or disapprove) whatever alternative or combination of alternatives it deems most appropriate, provided that the environmental impacts of the project can be mitigated. As previous noted, potentially significant environmental impacts of the project as proposed can be mitigated with the incorporation of mitigation measures identified in this EIR.

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CHAPTER 2. PROJECT DESCRIPTION

The Richards Ranch Annexation Project (project) includes the proposed annexation, pre-zoning, and conceptual development of approximately 44 acres of property currently located in unincorporated Santa Barbara County, California, by the City of Santa Maria (City). Richards Ranch, LLC (Applicant), has prepared a conceptual development plan that anticipates potential future development and use of the site to facilitate this EIR analysis. The conceptual development plan includes a mix of commercial and high-density residential uses.

This chapter describes the characteristics of the proposed project, including its location and surrounding land uses, project background, project objectives, planned land use and conceptual development components, and a potential development schedule. It also details the discretionary approvals that would be required for the project.

2.1 PROJECT LOCATION

The project site is located adjacent to the northwestern boundary of Santa Barbara County, California, in the community of Orcutt, approximately 10.5 miles east of the Pacific Ocean and 4 miles south of downtown city of Santa Maria (Figure 2-1). The project site is adjacent to the southeastern Santa Maria city limits and lies within the City's Sphere of Influence (SOI)¹ (see Figure 2-1).

The project site includes four parcels—Assessor's Parcel Numbers (APNs) 107-250-19, 107-250-20, 107-250-21, and 107-250-22—which total 43.75 acres and are situated to the northeast and southeast of the intersection of State Route (SR) 135 and Union Valley Parkway (UVP). APNs 107-250-019 and -020 are bounded on the west by SR 135 right-of-way, on the east by Orcutt Road, and on the north and south, respectively, by UVP. APNs 107-250-021 and -022 are bounded on the west by Orcutt Road, and on the south and north, respectively, by UVP (Figure 2-2).

2.2 PROJECT SITE CHARACTERISTICS AND SURROUNDING LAND USES

The project site consists of undeveloped land that is predominantly flat, with some gentle sloping downward from east to west. Vegetation on the site can be characterized as mostly non-native annual grassland habitat, with two patches of disturbed coastal scrub, and stands of non-native eucalyptus and ornamental trees.

The current land use designations for the project site in the County of Santa Barbara's (County's) General Plan is General Commercial/Office and Professional/Planned Development-3.3, which is intended for mixed-use development with a maximum of 3.3 dwelling units per acre. In addition, the County's Orcutt Community Plan (1997) identifies the project site as "Key Site 26 (Richards)", designated for commercial, office and professional, and residential. Under the Santa Barbara County Land Use and Development Code, the site is zoned Commercial (C-2) which is applied to provide retail business and commercial land uses for the residents of the surrounding community; this zoning designation does not allow for residential uses.

¹ A sphere of influence is a planning boundary outside of an agency's legal boundary (such as the city limit line) that designates the agency's probable future boundary and service area. Factors considered in a sphere of influence review focus on the current and future land use, the current and future need and capacity for service, and any relevant communities of interest (California Association of Local Agency Formation Commissions 2022).

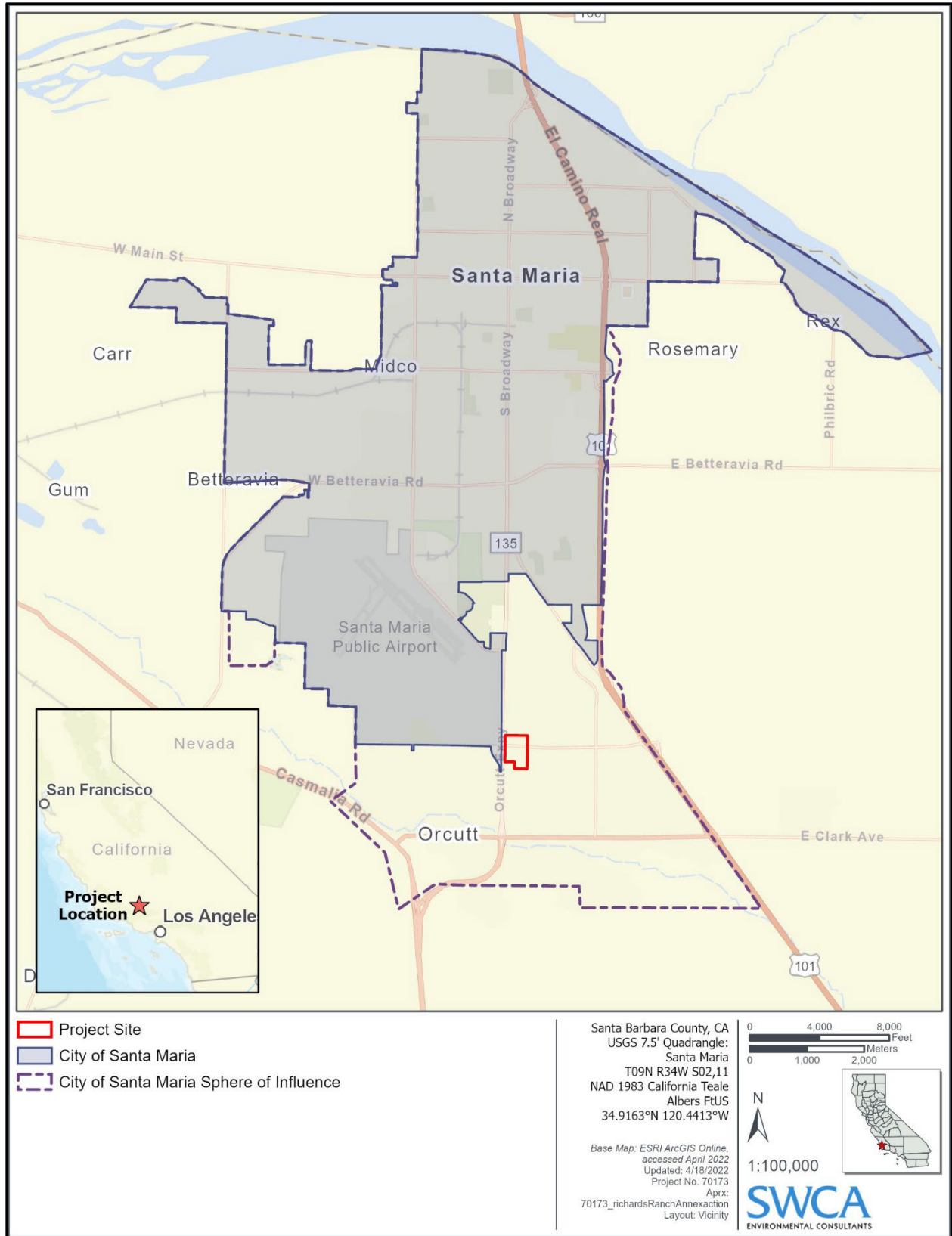


Figure 2-1. Project vicinity map.



Figure 2-2. Project location.

Because the project site is located within the City’s planning area and SOI, it is also identified for planned development by the City (City of Santa Maria 2020). The City provides a land use designation of Commercial/Professional Office for the site, which allows for office development for medical, legal, travel agencies, insurance, and real estate services, as well as a complementary commercial uses.

UVP and Orcutt Road intersect the project site, forming a four-way signalized intersection in the northwestern portion of the project site approximately 400 feet east of the UVP /SR 135 intersection. UVP and Orcutt Road include Class II bike lanes on each side, and sidewalks along some (but not all) segments of the roadways through the project site. The signalized intersection includes crosswalks across all four intersection approaches. Table 2-1 summarizes the existing site characteristics.

Table 2-1. Existing Site Characteristics

| Characteristic | Description |
|---|---|
| Site size | 43.75 acres |
| Assessor’s Parcel Numbers | 107-250-019, -020, -021, and -022 |
| On-site development | Undeveloped |
| Vegetation | Non-native annual grassland habitat, disturbed coastal scrub, stands of non-native eucalyptus and ornamental trees, several scattered oak trees |
| Orcutt Community Plan Land Use Designation, Santa Barbara County | General Commercial, Office Professional, Planned Residential Development 3.3 (allows 3.3 dwelling units per acre) |
| Zoning, Santa Barbara County | C-2, General Commercial |
| City of Santa Maria Land Use Designation (General Plan planning area) | Commercial/Professional Office |
| Access | SR 135, UVP, Orcutt Road |

The project site is bordered on the west by SR 135 with residential development, the recently approved Santa Maria Airport Business Park project, the Santa Maria Airport, and active agricultural lands generally occurring farther west of SR 135. Surrounding land uses to the north generally include residential uses with limited commercial uses along Orcutt Road. Airport facilities and runways for the Santa Maria Airport are located to the northwest along with active agriculture lands, some of which have been recently approved for commercial development as part of the Santa Maria Airport Business Park project. Residential uses, commercial services, offices, and school uses within the unincorporated community of Orcutt are located to the south of the project site. A church property is adjacent to the southwest corner of the site. A mix of undeveloped lands is located to the east and residential uses (single-family dwellings and apartments) border the southeastern portion of the project site.

The project site is located approximately 5,045 feet (0.96 mile) from the end of the runway of the Santa Maria Public Airport, with the northwest corner of the site within the 1-mile airport runway buffer. As identified in the adopted 1993 Santa Barbara County Airport Land Use Plan (1993 ALUP), the project site is located within the Airport Approach Area (Safety Zone 2) (see Figure 4.7-1 in Section 4.7). The airport-owned lands located at the northwest corner of the UVP/SR 135 intersection.

Since the adoption of the 1993 ALUP, a Draft Santa Maria Airport Land Use Compatibility Plan (Draft 2022 ALUCP) has been prepared and is anticipated to be adopted in the future. The Draft 2022 ALUCP identifies the project site as being located within the Airport Influence Area (AIA). The AIA is “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses” (Business and Professions Code Section 11010(b)(13)(b)). As identified in the Draft 2022 ALUCP, the project site lies within AIA Review Area 1 and Safety Zones 2 (northeastern portion of the project site), 4 (northeastern and

southeastern portions of the project site), and 6 (the majority of the project site excluding Zones 2 and 4). Figure 4.7-2 in Section 4.7 shows the location of these zones and their applicability to the project site. These designations represent areas where noise and/or safety concerns may require limitations on the type of allowable land uses.

2.3 PROJECT BACKGROUND

The County's Orcutt Community Plan was adopted in 1997 and identifies the project site as "Key Site 26 (Richards)." The Key Site is designated for residential and commercial development. Specific policy and development standards are included in the Orcutt Community Plan for the Key Site.

The Richards home site was historically located in the southwest corner of the property. In the 2000s, the property was sold, and the home site abandoned. Ultimately, the home and all the accessory buildings on the site were demolished.

In 2010, the City and the County completed the extension of UVP along with the revised alignment of Orcutt Road (the frontage road along SR 135) through the project site. This regional road project included the installation of the signal at UVP and Orcutt Road. This new road project divided the Richards property into the four separate lots as they exist today.

No development proposals have been processed on this site over the last 25 years. On August 17, 2021, the Applicant applied for pre-zoning and annexation into the City of Santa Maria to facilitate future development of the Richards Ranch property.

2.4 PROJECT OBJECTIVES

The State California Environmental Quality Act (CEQA) Guidelines Section 15124 requires that a project description be accompanied by a statement of objectives sought by the project Applicant. The guidelines state that the "objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project."

The City and the Applicant have identified the following objectives for the project:

- To facilitate development of the site, provide for annexation of the Richards Ranch property to the City of Santa Maria to allow for the use of City supplemental water supplies consistent with the Santa Maria Groundwater Basin adjudication.
- Develop an economically feasible plan that is compatible with the surrounding community and designed to serve the housing and commercial needs of the city and region.
- Develop this infill property while respecting the surrounding existing neighborhoods. The project will include setback and landscaping buffers.
- Provide high-density housing to meet the needs of the city and help address the current Regional Housing Needs Allocation. The various types of housing units will be available for rent while others will be for-sale units.
- Provide commercial uses that will serve the daily needs of the new residents and the surrounding community including those traveling on UVP.
- Establish sufficient land to accommodate the needs for onsite stormwater retention in an aesthetically pleasing manner that can be planned for recreational uses.

- Include architectural and landscaping amenities along UVP and SR 135 to address the visual resources along these travelways.
- Create uses that are consistent with the noise, height, and safety guidelines of the adopted 1993 ALUP and the Draft 2022 ALUCP.
- Assure the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area.
- Provide the City with increased sales tax and property tax.
- Conform to Santa Barbara County Local Agency Formation Commission (SBLAFCO) requirements to allow for approval of the annexation of the site to the city limits.

2.5 PROJECT COMPONENTS

Most of the project site is made up of the four parcels proposed for annexation so that commercial and residential development could occur under the City's jurisdiction (totaling 43.75 acres). In addition to the parcels that would be annexed to the city limits, future development of the project site per the conceptual development plan would require infrastructure improvements that would be necessary outside of the boundaries of the 43.75-acre project site. These required improvements are discussed in Sections 2.5.3 and 2.5.4, below, and are shown in graphic format in Appendix B. This EIR considers the potential environmental impacts of development of both the residential and commercial uses on the 43.75-acre development site, as well as those that could occur resulting from the roadway and infrastructure improvements that would be necessary within the roadway rights-of-way directly adjacent to the 43.75-acre project site.

2.5.1 Annexation and Pre-Zoning

The project would include the pre-zoning of four parcels located in unincorporated Santa Barbara County by the City of Santa Maria and annexation of the property into the Santa Maria city limits.

The project site is currently located outside the Santa Maria city limits but within the existing SOI, as defined in the City's General Plan Land Use Element. An SOI is a planning boundary that is outside of an agency's legal boundary (i.e., the city limit line) that defines the agency's probable future boundary and service area. For lands to be considered for annexation into a city, the land must be within the city's designated SOI. Annexation of the project site into the City is a formal municipal reorganization action that would require approval by the SBLAFCO. Under state law, Local Agency Formation Commissions are responsible for coordinating and overseeing logical and timely changes to local government agency boundaries. The SBLAFCO is authorized to approve, with or without amendments, or to disapprove proposals for annexation. Under the State CEQA Guidelines, the City will act as the CEQA Lead Agency and must make an environmental determination prior to any authorization for annexation application to SBLAFCO. SBLAFCO is a responsible agency under CEQA.

If approved, the proposed annexation would formally transfer all local governmental powers and municipal services pertaining to the project site from the County to the City, including transferring the jurisdiction of the site from the Santa Barbara County Fire Department (SBCFD) to the Santa Maria Fire Department (SMFD). Upon annexation, the City would be responsible for providing land use and public works services, police and fire protection, library and general government services. The City would also be the Lead Agency for the provision of water through an agreement with Golden State Water Company (Golden State Water), which has water lines existing in the project site. Wastewater would also be the City's responsibility, with a joint-users agreement with Laguna County Sanitation District (LCSD).

For this annexation to occur, first, the City would approve an annexation resolution for the project, which would subsequently be submitted to SBLAFCO for approval as a responsible agency. The EIR prepared for this project is intended to meet SBLAFCO’s CEQA requirements for the proposed annexation.

Pre-zoning is a required component of the annexation process. California Government Code Section 65859 allows the City to adopt (i.e., pre-zone) a zoning designation for land outside its city limits in anticipation of annexation and development. Under the code provisions, the zoning designation adopted by the City would not become effective unless and until the land is annexed to the City. The project would include the pre-zoning designations of General Commercial (C-2) and High Density Residential (R-3). The sites would also be located within the Planned Development (PD) Overlay District, which is designed and intended to provide for the orderly development of land in conformance with the City’s General Plan by permitting a flexible design approach to the development of a community that would be equal to or better than that resulting from traditional lot-by-lot development.

The proposed pre-zoning designations would accommodate a range of potential land uses, as listed below.

- **General Commercial (C-2):** This designation is intended to provide for general commercial and retail outside the central core, particularly along lineal development corridors. Permitted uses include retail uses and service establishments, such as clothing stores, department stores, home improvement centers, furniture sales, secondhand sales, banks and financial institutions, commercial and professional offices, restaurants, physical fitness centers/health clubs, auto repair shops, blueprint shops, dental laboratories, medical clinics, hotels and motels, light equipment rentals, and beauty shops.
- **High Density Residential (R-3):** This designation is intended to provide for an urban residential environment, preferably close to shopping facilities and existing activity centers, as well as provide an incentive for reinvestment in older established areas. Permitted uses include single-family dwellings, duplexes, triplexes, and larger multi-family complexes, small family day care homes, with overall density not to exceed 22 dwelling units per acre. Senior citizen housing may also be permitted to a maximum density of 30 dwelling units per acre.
- **Planned Development (PD) Overlay District:** This overlay district designation is intended to accommodate various types of development such as neighborhood and district shopping centers, professional and administrative office complexes, multiple housing developments, single-family residential developments, commercial service centers, and light industrial parks or any other use or combination of uses which can be made appropriately a part of a total planned development, in accordance with the City General Plan and any applicable specific plan.

Table 2-2 summarizes the parcels proposed to be annexed, acreages, and the proposed pre-zone designation.

Table 2-2. Project Parcels and Proposed Pre-Zone Designations

| APN | Acreage | Pre-Zone Designation |
|--------------|--------------|-----------------------------------|
| 107-250-019 | 2.33 | General Commercial (PD/C-2) |
| 107-250-020 | 1.86 | General Commercial (PD/C-2) |
| 107-250-021 | 12.16 | General Commercial (PD/C-2) |
| 107-250-022 | 27.40 | High Density Residential (PD/R-3) |
| Total | 43.75 | |

Note: Acreage totals for APN obtained from the property Title Report prepared for the project (Stewart Title Guaranty Company Commercial Services [San Diego] 2021).

2.5.2 Proposed General Plan Amendment

The current County General Plan land use designations for the project site is General Commercial/Office and Professional/Planned Development-3.3, which is intended for mixed-use development with a maximum of 3.3 dwelling units per acre. As well, because the project site is located within the City's planning area and SOI, it is also identified for planned development by the City (City of Santa Maria 2020). The City currently provides a land use designation of Commercial/Professional Office for the site, which allows for office development for medical, legal, travel agencies, insurance, and real estate services, as well as a complementary commercial uses. With the proposed development scenario and proposed pre-zoning, the City would need to also amend the General Plan land use designation for the site. For this reason, the project also includes a General Plan amendment to apply a High Density Residential (HDR-22) and Community Commercial (CC) land use designation to the site.

2.5.3 Proposed Conceptual Development Plan

A conceptual plan for future development of the project site has been prepared to evaluate potential environmental impacts of the eventual development of the site if the proposed annexation and pre-zoning were to be approved. The conceptual development plan includes retail commercial, mini-storage, and high-density residential uses (Figure 2-3). This conceptual plan shows the potential future development that could occur consistent with the project's proposed pre-zone designations. The conceptual development plan would allow a maximum buildout of 160,800 square feet of commercial uses on 16.35 acres of the project site, as well as 400 apartments and 95 townhomes on the remaining 27.40 acres (Table 2-3).

Table 2-3. Summary of Proposed Conceptual Development Plan Buildout

| Proposed Zoning Category | Acreage | % of Total | Potential Buildout |
|-----------------------------------|--------------|-------------|---------------------|
| General Commercial (PD/C-2) | 16.35 | 37% | 106,800 square feet |
| High Density Residential (PD/R-3) | 18.20 | 42% | 400 apartments |
| High Density Residential (PD/R-3) | 9.20 | 21% | 95 townhomes |
| Total | 43.75 | 100% | |

Source: RRM Design Group Site Plans (2022)

Under the conceptual development plan, commercial uses would be concentrated on the frontages of UVP and SR 135, with site access available via Orcutt Road and UVP. The northern portion of the project site (north of UVP) would support most of the proposed commercial uses, allowing for up to 96,800 square feet of commercial development. This development scenario assumes a drive-through commercial space northeast of the intersection at SR 135 and UVP, as well as a retail center, corner gas station, and mini-storage facility east of Orcutt Road on the northeastern portion of the project site. Additional commercial uses at the southwestern portion of the site are anticipated to accommodate up to two drive-through commercial sites, totaling a maximum of 10,000 square feet. High-density residential uses would be located in the southeastern portion of the project site (south of UVP and east of Orcutt Road) and would include up to 400 apartments with common park space, and 95 townhomes.

Future project buildout of any of these uses within the project site would require individual Planned Development Permit applications for development of each of the proposed residential and commercial projects. These applications would be discretionarily reviewed by the City at the time they are received to ensure they are consistent with the zoning and have been adequately evaluated under CEQA.



Figure 2-3. Conceptual development plan.

SUMMARY

1. PURPOSE OF THE EIR

The City of Santa Maria (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Environmental Impact Report (EIR) to assess the impacts that would result from the approval of the proposed Richards Ranch Annexation Project (proposed project). This EIR will serve as a public information document to be used by the general public, responsible and trustee agencies, and decision-making bodies to review and evaluate the environmental effects associated with the project, potential mitigation measures recommended to address or minimize those effects, and reasonable alternatives to the project. The review process gives both agencies and individuals an opportunity to share expertise, discuss agency analyses, check for accuracy, detect omissions, discover public concerns, and solicit mitigation measures and alternatives capable of avoiding or reducing the significant effects of the project while still attaining most of the basic objectives of the project.

This Summary includes the following sections:

- a brief description of the project location;
- a summary of the project background and objectives;
- a summary of impacts and mitigation measures associated with the project;
- a summary of the known areas of controversy; and
- a summary of project alternatives.

2. PROJECT LOCATION

The project site is located adjacent to the northwestern boundary of Santa Barbara County, California, in the community of Orcutt, approximately 10.5 miles east of the Pacific Ocean and 4 miles south of downtown city of Santa Maria. The project site is adjacent to the southeastern Santa Maria city limits and lies within the City of Santa Maria's (City's) Sphere of Influence.

The project site includes four parcels—Assessor's Parcel Numbers (APNs) 107-250-19, 107-250-20, 107-250-21, and 107-250-22—which total 43.75 acres and are situated to the northeast and southeast of the intersection of State Route (SR) 135 and Union Valley Parkway. APNs 107-250-019 and 107-250-020 are bounded on the west by SR 135 right-of-way, on the east by Orcutt Road, and on the north and south, respectively, by Union Valley Parkway. APNs 107-250-021 and 107-250-022 are bounded on the west by Orcutt Road, and on the south and north, respectively, by Union Valley Parkway.

3. PROJECT BACKGROUND AND OVERVIEW

The County's Orcutt Community Plan was adopted in 1997, and identifies the project site as "Key Site 26 (Richards)". This key site is designated for residential and commercial development. Key site-specific policy and development standards have been included in the Orcutt Community Plan (County of Santa Barbara 2020), should the project be developed in the future under the jurisdiction of Santa Barbara County (County).

The Richards homesite was historically located in the southwest corner of the property. In the 2000s, the property was sold, and the homesite abandoned. Ultimately, the home and all the accessory buildings on

the site were demolished. In 2010, the City and the County completed the extension of Union Valley Parkway along with the revised alignment of Orcutt Road (the frontage road along SR 135) through the project site. This regional road project included the installation of the signal at Union Valley Parkway and Orcutt Road. This new road project divided the Richards property into the four separate lots as they exist today.

No development proposals have been processed on this site over the last 25 years. On August 17, 2021, Richards Ranch, LLC (Applicant) applied for pre-zoning and annexation into the city of Santa Maria to facilitate future development of the Richards Ranch property. The proposed project includes the annexation, pre-zoning, general plan amendment, and conceptual development of the 43.75-acre property. The Applicant has prepared a conceptual development plan that shows potential future development and use of the site. The conceptual development plan includes a mix of commercial and high-density residential uses, which would allow a maximum buildout of 160,800 square feet of commercial uses on 16.35 acres of the project site, as well as 400 apartments and 95 townhomes on the remaining 27.40 acres (Table S-1). See Chapter 2, Project Description, for a detailed description of the proposed project.

Table S-1. Summary of Proposed Conceptual Development Plan Buildout

| Proposed Zoning Category | Acreage | % of Total | Potential Buildout |
|-----------------------------------|----------------|-------------------|---------------------------|
| General Commercial (PD/C-2) | 16.35 | 37% | 106,800 square feet |
| High Density Residential (PD/R-3) | 18.20 | 42% | 400 apartments |
| High Density Residential (PD/R-3) | 9.20 | 21% | 95 townhomes |
| Total | 43.75 | 100% | |

Source: RRM Design Group Site Plans (2022)

4. PROJECT OBJECTIVES

The State CEQA Guidelines Section 15124 requires that a project description be accompanied by a statement of objectives sought by the project Applicant. The City and the Applicant have identified the following objectives for the project:

- To facilitate development of the site, provide for annexation of the Richards Ranch property to the City of Santa Maria to allow for the use of City supplemental water supplies consistent with the Santa Maria Groundwater Basin adjudication.
- Develop an economically feasible plan that is compatible with the surrounding community and designed to serve the housing and commercial needs of the city and region.
- Develop this infill property while respecting the surrounding existing neighborhoods. The project will include setback and landscaping buffers.
- Provide high-density housing to meet the needs of the city and help address the current Regional Housing Needs Allocation. The various types of housing units will be available for rent while others will be for-sale units.
- Provide commercial uses that will serve the daily needs of the new residents and the surrounding community including those traveling on Union Valley Parkway.
- Establish sufficient land to accommodate the needs for onsite stormwater retention in an aesthetically pleasing manner that can be planned for recreational uses.

- Include architectural and landscaping amenities along Union Valley Parkway and SR 135 to address the visual resources along these travelways.
- Create uses that are consistent with the noise, height, and safety guidelines of the adopted 1993 Santa Barbara County Airport Land Use Plan (ALUP) and the Draft Santa Maria Airport Land Use Compatibility Plan (Draft 2022 ALUCP).
- Assure the orderly development of the City of Santa Maria General Plan planning area by providing the effective and efficient development of public facilities, infrastructure, and services appropriate for the planning area.
- Provide the City with increased sales tax and property tax.
- Conform to Santa Barbara County Local Agency Formation Commission (SBLAFCO) requirements to allow for approval of the annexation of the site to the city limits.

5. SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED

Impacts of the proposed project have been classified using the categories described below:

- **Less than significant impact with mitigation:** An adverse impact that would cause a substantial adverse effect that meets or exceeds the applicable significance criteria thresholds for a particular resource but can be reduced to a less than significant through successful implementation of identified mitigation measures.
- **Less than significant impacts:** Less than significant impacts means the effect does not meet or exceed the applicable significance criteria thresholds for a particular resource. No mitigation measures are required for less than significant impacts.

The term “significance” is used throughout the EIR to characterize the magnitude of the projected impact. For the purpose of this EIR, a significant impact is a substantial or potentially substantial change to resources in the local proposed project area or the area adjacent to the proposed project. In the discussions of each issue area, thresholds are identified that are used to distinguish between significant and impacts that are less than significant. Mitigation measures have been identified to reduce project impacts to less than significant. CEQA requires that public agencies should not approve projects as proposed if there are feasible mitigation measures available which would substantially lessen the environmental effects of such projects (CEQA Statute Section 21002).

The impacts and associated mitigation measures identified for the project are shown in Table S-2. The table includes impacts that are categorized as significant and less than significant, all of which are identified with an impact number (e.g., AQ Impact 1). The impact summary table describes and classifies each impact, lists recommended mitigation when applicable, and states the level of residual impact (i.e., the level of impact remaining after implementation of identified mitigation). A summary of project alternatives, including the environmentally superior alternative, is included in Section 7, Project Alternatives, of this Summary.

Table S-2. Summary of Impacts and Mitigation Measures

| Impacts | Mitigation Measures | Residual Impacts |
|---|--|---------------------------------------|
| Aesthetics | | |
| AES Impact 1: The project would not have a substantial effect on a scenic vista; impacts would be less than significant. | No mitigation is required. | Less than Significant |
| AES Impact 2: The project would not substantially damage scenic resources within a State Scenic Highway. | No mitigation is required. | No Impact |
| AES Impact 3: With adherence to the City's development and landscape standards, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, nor conflict with applicable zoning and other regulations governing scenic quality; impacts would be less than significant. | No mitigation is required. | Less than Significant |
| AES Impact 4: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; impacts would be less than significant. | No mitigation is required. | Less than Significant |
| AES Impact 5: The project would not have potential to result in cumulatively considerable impacts associated with aesthetics; impacts would be less than significant. | No mitigation is required. | Less than Significant |
| Air Quality and Greenhouse Gas Emissions | | |
| AQ Impact 1: The project would not conflict with or obstruct implementation of applicable air quality plans. | No mitigation is required. | Less than Significant |
| AQ Impact 2: The project could result in a cumulatively considerable net increase of criteria pollutants that would exceed applicable SBCAPCD thresholds. | <p>AQ/mm-2.1: The following construction mitigation measures shall be implemented to minimize short-term construction emissions. All measures shall be shown on grading and building plans.</p> <ul style="list-style-type: none"> a. During construction, 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 miles per hour. Reclaimed water should be used whenever reasonably available. However, reclaimed water should not be used in or around crops for human consumption. b. Minimize amount of disturbed area and reduce onsite vehicle speeds to 15 mph or less. c. If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than 2 days shall be covered, kept moist, or treated | Less than Significant with Mitigation |

| Impacts | Mitigation Measures | Residual Impacts |
|---|---|------------------|
| <p>d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.</p> <p>e. 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.</p> <p>f. 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 SBCAPCD prior to grading/building permit issuance and/or map clearance.</p> | <p>with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.</p> | |
| <p>AQ/mm-2.2: The following measures shall be implemented to reduce mobile-source emissions:</p> | | |
| <p>a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program or shall obtain an SBCAPCD permit.</p> <p>b. 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 [CCR] §2449), the purpose of which is to reduce NOx, DPM, and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation.</p> <p>c. Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (13 CCR 2025), the purpose of which is to reduce DPM, NOx, and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation.</p> <p>d. All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR §2449(d)(3) and §2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to 5 minutes; electric auxiliary power units should be used whenever locally available.</p> <p>e. Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines shall be used to the extent locally available.</p> <p>f. On-road heavy-duty equipment with model year 2010 engines or newer shall be used to the extent locally available.</p> <p>g. Diesel-powered equipment shall be replaced by electric equipment whenever available.</p> | | |

| Impacts | Mitigation Measures | Residual Impacts |
|--|--|--|
| | <ul style="list-style-type: none"> h. Equipment/vehicles using alternative fuels, such as compressed natural gas, liquefied natural gas, propane, or biodiesel, shall be used onsite where locally available. i. Catalytic converters shall be installed on gasoline-powered equipment, if available, and in accordance with manufacturer's recommendations. j. All construction equipment shall be maintained in tune per the manufacturer's specifications. k. The engine size of construction equipment shall be the minimum practical size. l. 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. m. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite. | |
| <p>AQ Impact 3: The project could expose sensitive receptors to substantial pollutant concentrations.</p> | <p>Implement Mitigation Measures AQ/mm-1.1 and AQ/mm-1.2.</p> | <p>Less than Significant with Mitigation</p> |
| <p>AQ Impact 4: The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.</p> | <p>No mitigation is required.</p> | <p>Less than Significant with Mitigation</p> |
| <p>AQ Impact 5: The project's air pollutant emissions could result in a cumulative contribution to air pollution in the region.</p> | <p>Implement Mitigation Measures AQ/mm-1.1 and AQ/mm-1.2.</p> | <p>Less than Significant with Mitigation</p> |
| <p>GHG Impact 1: The project would not generate greenhouse gas emissions above established SBCAPCD thresholds.</p> | <p>No mitigation is required.</p> | <p>Less than Significant</p> |
| <p>GHG Impact 2: The project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p> | <p>Implement Mitigation Measure EN/mm-1.1. GHG/mm-2.1: The project shall include the following design features to encourage the use of alternate transportation modes and reduce mobile-source emissions:</p> <ul style="list-style-type: none"> a. Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make alternative transportation more convenient, comfortable, and safe. b. Incorporate traffic calming modifications to project roads to reduce vehicle speeds and increase pedestrian and bicycle usage and safety. c. Provide employee lockers and showers to promote bicycle and pedestrian use. One shower and five lockers for every 25 new employees is recommended. d. Increase bicycle accessibility and safety in the vicinity of the project; for example: provide interconnected bicycle routes/lanes or construction of bikeways. | <p>Less than Significant with Mitigation</p> |

| Impacts | Mitigation Measures | Residual Impacts |
|--|--|--|
| <p>GHG Impact 3: The project could result in a cumulative contribution to GHG emissions in the region.</p> | <p>e. Exceed Cal Green standards by 25% for providing onsite bicycle parking: both short-term racks and long-term lockers, or a locked room with standard racks and access limited to bicyclists only.</p> <p>f. Meet current CALGreen Tier 2 standards for electric vehicle (EV) parking spaces, except that all EV parking spaces required by the code to be EV capable shall instead be EV ready.</p> <p>GHG/mm-2.2: The servicing of proposed residential and commercial development by natural gas shall be prohibited.</p> | <p>Less than Significant with Mitigation</p> |
| <p>Biological Resources</p> | <p>Implement Mitigation Measures GHG/mm-2.1, GHG/mm-2.2, and EN/mm-1.1.</p> | <p>Less than Significant with Mitigation</p> |
| <p>BIO Impact 1: The project could directly or indirectly impact special-status wildlife species during project construction.</p> | <p>Implement Mitigation Measures BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, BIO/mm-5.1, and BIO/mm-11.1.</p> <p>BIO/mm-1.1: Prohibition of Invasive Plants. The landscape architect shall provide a signed statement on the landscape plans that the planting plan does not include any plant that occurs on the California Exotic Pest Plant Council and the California Invasive Plant Council Lists 1, 2, and 4. Plants considered to be invasive by the California Exotic Pest Plant Council and the California Invasive Plant Council shall not be used onsite.</p> <p>BIO/mm-1.2: Biological Monitor. Prior to grading or building permit issuance for any future development within the project site, the developer shall retain a City-approved project biologist to provide monitoring services for all measures requiring biological mitigation. The biologist shall be responsible for ensuring that compliance with biological resource mitigation measures occurs, conducting construction crew training regarding sensitive species that have the potential to occur, maintaining the authority to stop work, and outlining actions in the event of non-compliance. Biological monitoring shall be conducted full time during the initial disturbances (site clearing) and be reduced to monthly following initial disturbances, or more frequently, if necessary, as determined by the City-approved project biologist.</p> <p>BIO/mm-1.3: Worker Environmental Training Program. Prior to implementation of construction activities (including staging and mobilization), the developer shall ensure all personnel associated with project construction attend a training to facilitate Worker Environmental Training. The Worker Environmental Training shall be conducted by a City-approved biologist to help workers recognize special-status plants and animals to be protected in the project site. The training program shall include identification of relevant sensitive species and habitats, description of the regulatory status and general ecological characteristics of sensitive resources, documentation of each employee's participation in trainings and information presented. Any future contractor and/or subcontractor with employees working at the project site shall set aside time for the City-approved biologist to provide Worker Environmental Training for all employees that will be onsite. Topics will include regulatory framework and best practices to avoid and minimize impacts to protected</p> | <p>Less than Significant with Mitigation</p> |

| Impacts | Mitigation Measures | Residual Impacts |
|---|---|--|
| <p>BIO Impact 2: The project could directly impact monarch butterflies.</p> | <p>plants, animals, and their habitats. Each group of new personnel or individuals shall be provided with an environmental briefing by the City-approved project biologist.</p> <p>BIO/mm-1.4: Cover Excavations. During construction, all trenches, holes, and other excavations with sidewalls steeper than a 1:1 (45 degree) slope and 2 or more feet deep shall be covered when workers or equipment are not actively working in the excavation. If any such excavations remain uncovered, they shall have an escape ramp of earth or a non-slip material with a 1:1 (45 degree) slope or flatter. All excavated areas shall be inspected by the City-approved biologist before backfilling.</p> <p>BIO/mm-1.5: Biodegradable Erosion Control. During construction, use erosion control products made of natural fiber (biodegradable) to prevent wildlife from getting ensnared or strangled by monofilament, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products.</p> | <p>Less than Significant with Mitigation</p> |
| <p>BIO Impact 3: The project could directly and indirectly impact northern California legless lizards during project construction.</p> | <p>Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5.</p> <p>BIO/mm-2.1: If possible, site disturbance and construction activity that would impact eucalyptus trees onsite shall not occur during the monarch butterflies' fall and winter migration (October 15 through February 29) period. If tree or vegetation removal or site disturbance is required during the monarch butterflies' fall and winter migration, a City-approved biologist shall conduct a preconstruction survey for monarch butterflies that could be using the eucalyptus trees on the site for overwintering within 7 days of proposed vegetation removal or site disturbance or when known monarch overwintering is occurring at other locations within the region. If monarch butterflies are detected, development shall be postponed until after the overwintering period or until a City-approved biologist determines monarch butterflies are no longer using the trees for overwintering.</p> | <p>Less than Significant with Mitigation</p> |
| <p>BIO Impact 3: The project could directly and indirectly impact northern California legless lizards during project construction.</p> | <p>Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5.</p> <p>BIO/mm-3.1: Within 30 days prior to and during initial ground disturbance of the coastal scrub and grassland habitat onsite, a City-approved biologist shall conduct surveys for northern California legless lizards within suitable habitat areas within the development footprint and any adjacent staging areas. Prior to initial ground disturbance, the City-approved biologist shall identify an appropriate receptor site with suitable habitat for any northern California legless lizards that may be found during the survey. The biologist shall use hand search or cover board methods in areas of disturbance where legless lizards are expected to be found (e.g., under shrubs, other vegetation, or debris). If cover board methods are used, they shall commence at least 30 days prior to the start of construction. Hand search surveys shall be completed immediately prior to and during disturbances to the vegetated areas. During vegetation-disturbing activities, the biologist shall walk behind the equipment to capture northern California legless lizards that are unearthed by the equipment. The biologist shall capture and relocate any legless lizards or other reptiles observed during the survey effort. The captured individuals shall be relocated from the construction area and released at the predetermined receptor site.</p> | <p>Less than Significant with Mitigation</p> |

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| Impacts | Mitigation Measures | Residual Impacts |
|---|---|--|
| <p>BIO Impact 4: The project could directly and indirectly impact nesting birds during project construction.</p> | <p>Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5. BIO/mm-4.1: Vegetation removal and initial site disturbance shall be conducted between September 1 and January 31 outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1 to August 31), then preconstruction nesting bird surveys shall be conducted by a City-approved biologist to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by the City-approved biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival, as determined by the monitoring biologist.</p> | <p>Less than Significant with Mitigation</p> |
| <p>BIO Impact 5: The project could directly and indirectly impact roosting western red bats during project construction.</p> | <p>BIO/mm-5.1: The developer shall retain a qualified biologist to conduct roosting bat surveys prior to any tree removal. Pre-disturbance surveys for bats shall include two daytime and two dusk surveys no more than 30 days prior to the tree removal to determine if bats are roosting in the trees. The biologist(s) conducting the preconstruction surveys shall identify the nature of the bat utilization of the area (i.e., no roosting, night roost, day roost, maternity roost). If bats are found to be roosting in the project area, the developer shall develop the project in such a way that avoids the bat roost. If avoidance of the bat roost is not feasible, tree removal shall be delayed until the bats have left the area.</p> | <p>Less than Significant with Mitigation</p> |
| <p>BIO Impact 6: Project operation would not directly or indirectly impact special-status wildlife species.</p> | <p>No mitigation is required.</p> | <p>Less than Significant</p> |
| <p>BIO Impact 7: The development of the infrastructure improvements beyond the 43.75-acre project site boundary could directly or indirectly impact special-status wildlife species.</p> | <p>Implement Mitigation Measures BIO/mm-1.2 through BIO/mm-1.5, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1.</p> | <p>Less than Significant with Mitigation</p> |
| <p>BIO Impact 8: There is no riparian habitat or other sensitive natural communities located within the project site; no impacts would occur.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |
| <p>BIO Impact 9: There are no jurisdictional wetlands located within the project site; no impacts would occur.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |
| <p>BIO Impact 10: No impacts would occur to migratory wildlife corridors or native wildlife nurseries.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |
| <p>BIO Impact 11: The project could result in conflicts with local policies and ordinances protecting biological resources, specifically considerations under the City's RME and Municipal Code.</p> | <p>Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5, BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1. BIO/mm-11.1: Prior to approval of a Planned Development Permit, the developer shall retain a City-approved biologist or arborist to prepare a tree protection, replacement and monitoring program or another mechanism that ensures</p> | <p>Less than Significant with Mitigation</p> |

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| Impacts | Mitigation Measures | Residual Impacts |
|--|---|--|
| | <p>consistency with RME Goal 3 and Policy 3, and compliance with the City's Municipal Code.</p> <p>The tree protection, replacement, and monitoring program shall include a tree survey report identifying the number, size, species, and status (live, dead, diseased, etc.) of trees to be protected in place, trees to be trimmed and/or pruned, and trees to be removed. The program shall demonstrate protection of existing trees with a trunk diameter of 6 inches or greater to the greatest extent feasible, in accordance with Municipal Code Section 12-44.4.</p> <p>Trees to be protected in place shall have high-visibility exclusion fencing placed around their critical root zone during project site disturbance, grading, and construction activities. Pavement within the canopy dripline of existing trees to be protected in place should not exceed twenty-five percent (25%) of the area of the canopy. All trees planted as mitigation shall have an 80% survival rate after 5 years. If the survival rate is not at least 80%, then enough trees shall be replanted to bring the total number of survived specimens to at least 80% of the original number of trees planted, as measured 5 years after the replanting. Annual monitoring reports that evaluate tree survivability, health and vigor shall be prepared by a qualified specialist and submitted to the City by October 15 each year, for 5 years. The project shall comply with City of Santa Maria Municipal Code Chapter 12-44 as it pertains to tree protection. Requirements shall include but not be limited to: construction setbacks to protection retained trees; construction fencing around trees; grading limits around the base of trees as required; and a replacement plan for trees removed.</p> <p>The final report shall include the final number of replacement trees utilizing the City's replacement ratio identified above. The developer shall submit a copy of the building and grading plans to the City for review and approval prior to the issuance of building or grading permits. Prior to site occupancy trees shall be planted, fenced, and appropriately irrigated.</p> <p>City Parks Department staff or a City-approved biologist shall verify that the tree protection, replacement, and monitoring program is adequate. The City shall conduct site inspections throughout all phases of development to ensure compliance with and evaluate all tree preservation and replacement measures.</p> | |
| <p>BIO Impact 12: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |
| <p>BIO Impact 13: The project could result in cumulatively considerable impacts to biological resources.</p> | <p>Implement Mitigation Measures BIO/mm-1.1 through BIO/mm-1.5, BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, and BIO/mm-5.1.</p> | <p>Less than Significant with Mitigation</p> |
| <p>Cultural and Tribal Cultural Resources</p> | | |
| <p>CR Impact 1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |

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| Impacts | Mitigation Measures | Residual Impacts |
|--|--|--|
| <p>CR Impact 2: The project could cause a substantial adverse change in the significance of an unknown archaeological resource pursuant to Section 15064.5, a potentially significant impact.</p> | <p>CR/mm-2.1: In the unlikely event that archaeological resources are exposed during project implementation, work should stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (National Park Service 1983) should be retained to evaluate the find and recommend relevant mitigation measures. If additional measures are deemed necessary, the measures recommended by the qualified archaeologist shall be implemented. In the event that human remains are discovered, State of California Health and Safety Code Section 7050.5 shall be followed.</p> | <p>Less than Significant with Mitigation</p> |
| <p>CR Impact 3: The project could disturb previously unidentified human remains if present within the project site, a potentially significant impact.</p> | <p>Implement Mitigation Measure CR/mm-2.1.</p> | <p>Less than Significant with Mitigation</p> |
| <p>CR Impact 4: The project would have the potential to result in cumulatively considerable impacts associated with cultural resources.</p> | <p>Implement Mitigation Measures CR/mm-2.1.</p> | <p>Less than Significant with Mitigation</p> |
| <p>TCR Impact 1: While there are no resources listed in or eligible for listing in the CRHR or local register of historic resources, the project could cause a substantial adverse change in the significance of an unknown tribal cultural resource determined by the City to be a significant resource to a California Native American Tribe, a potentially significant impact.</p> | <p>Implement Mitigation Measure CR/mm-2.1.</p> | <p>Less than Significant with Mitigation</p> |
| <p>Energy</p> | | |
| <p>EN Impact 1: The project could result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction and operation.</p> | <p>Implement Mitigation Measures GHG/mm-2.1 and GHG/mm-2.2. EN/mm-1.1: The project shall include the following measures:</p> <ol style="list-style-type: none"> Meet or exceed CalGreen Tier 2 standards at the time of development for building energy efficiency. Meet or exceed CalGreen building standards at the time of development for water conservation (e.g., use of low-flow water fixtures, water-efficient irrigation systems, and drought-tolerant landscaping). All built-in appliances shall be Energy Star certified or equivalent. To the extent allowed by the building code at the time of development, incorporate natural lighting in buildings to minimize daytime lighting demand. Outdoor lighting shall be designed to minimize electrical demand, such as the use of solar-powered lighting and lighting controlled by motion sensors. Proposed residential and non-residential land uses shall elect to receive electricity from Central Coast Community Energy (CCCE). | <p>Less than Significant with Mitigation</p> |
| <p>EN Impact 2: The project could conflict with or obstruct a state or local plan for renewable energy or energy efficiency.</p> | <p>Implement Mitigation Measures EN/mm-1.1, GHG/mm-2.1, and GHG/mm-2.2.</p> | <p>Less than Significant with Mitigation</p> |

*Richards Ranch Annexation Environmental Impact Report
Summary*

| Impacts | Mitigation Measures | Residual Impacts |
|---|--|--|
| <p>EN Impact 3: The project would not result in cumulatively considerable impacts associated with energy.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |
| <p>Geology and Soils</p> | | |
| <p>GEO Impact 1: The project would not cause substantial adverse effects due to rupture of a known earthquake fault; impacts would be less than significant.</p> | <p>No mitigation is required.</p> | <p>Less than Significant</p> |
| <p>GEO Impact 2: The project could cause substantial adverse effects associated with strong seismic ground shaking.</p> | <p>GEO/mm-2.1: Prior to issuance of grading permits for site preparation activities, the following measures shall be incorporated into project site preparation/grading plans, to be verified by the City Building Division:</p> <ol style="list-style-type: none"> a. The existing ground surface in the building and surface improvements areas shall be prepared for construction by removing existing improvements, vegetation, large roots, debris, and other deleterious material. Any existing fill soils shall be completely removed and replaced as compacted fill. Any existing utilities that will not remain in service shall be removed or abandoned in a manner approved by a geotechnical engineer. b. Voids created by the removal of materials or utilities, and extending below the recommended overexcavation depth, shall be immediately called to the attention of the geotechnical engineer. No fill shall be placed unless the geotechnical engineer has observed the underlying soil. <p>GEO/mm-2.2: Prior to issuance of grading permits, the following measures shall be incorporated into the project grading plans, to be verified by the City Building Division:</p> <ol style="list-style-type: none"> a. Following site preparation, the soils in the building area for one- and two-story buildings shall be removed to a level plane at a minimum depth of 3 feet below the bottom of the deepest footing or 4 feet below existing grade, whichever is deeper. The soils in the building area for three-story buildings shall be removed to a level plane at a minimum depth of 4 feet below the bottom of the deepest footing or 5 feet below existing grade, whichever is deeper. During construction, locally deeper removals may be recommended. b. All cut or cut/fill transition areas shall be overexcavated such that a minimum of 5 feet of compacted fill is provided within all the one- to two-story building areas and a minimum of 6 feet of compacted fill is provided within all the three-story building areas. Also, the minimum depth of the fill below the building area shall not be less than half of the maximum depth of fill below the building area. For example, if the maximum depth of fill below the building area is 10 feet, then the minimum depth of fill below the same building area grades shall be no less than 5 feet. In no case shall the depth of fill be less than 5 feet on the building areas. c. Following site preparation, the soils in the surface improvement area shall be removed to a level plane at a minimum depth of 1 foot below the proposed subgrade elevation or 2 feet below the existing ground surface, | <p>Less than Significant with Mitigation</p> |

| Impacts | Mitigation Measures | Residual Impacts |
|---------|---|------------------|
| | <p>whichever is deeper. During construction, locally deeper removals may be recommended based on field conditions. The resulting soil surface shall then be scarified, moisture conditioned, and compacted prior to placing any fill soil.</p> | |
| d. | <p>Following site preparation, the soils in fill areas beyond the building and surface improvement areas shall be removed to a depth of 2 feet below existing grade. During construction, locally deeper removals may be recommended based on field conditions. The resulting soil surface shall then be scarified, moisture conditioned, and compacted prior to placing any fill soil.</p> | |
| e. | <p>Voids created by dislodging cobbles and/or debris during scarification shall be backfilled and compacted, and the dislodged materials shall be removed from the area of work.</p> | |
| f. | <p>On-site material and approved import materials may be used as general fill. All imported soil shall be nonexpansive. The proposed imported soils shall be evaluated by the geotechnical engineer before being used, and on an intermittent basis during placement on the site.</p> | |
| g. | <p>All materials used as fill shall be cleaned of any debris and rocks larger than 6 inches in diameter. No rocks larger than 3 inches in diameter shall be used within the upper 3 feet of finish grade. When fill material includes rocks, the rocks shall be placed in a sufficient soil matrix to ensure that voids caused by nesting of the rocks will not occur and that the fill can be properly compacted.</p> | |
| h. | <p>Where fill will be placed on existing slopes that are steeper than 10 percent, the slope shall be cut to level benches into competent material. The benches shall be a minimum of 10 feet wide and angled 2 to 3 percent back into the slope. Where fill is planned on existing slopes that are steeper than 20 percent, the toe of the fill shall be keyed into competent material. The keyway shall be a minimum of 10 feet wide or the width shall equal one-half the height of the slope, whichever is greater. The keyway shall be angled 2 to 3 percent back into the slope and shall penetrate 2 feet into the competent material. The geotechnical engineer shall observe all keyways and benches.</p> | |
| i. | <p>Backdrains shall be provided in all keyways and on benches at approximately 10-foot vertical intervals, unless otherwise recommended by the geotechnical engineer at the time of construction.</p> | |
| j. | <p>Slopes shall be constructed at 2:1 (horizontal to vertical) or flatter inclinations. Slopes subject to inundation shall be constructed at 3:1 or flatter. Cut slopes and fill over cut slopes shall be overexcavated and constructed as compacted fill slopes.</p> | |
| k. | <p>Unless otherwise recommended by the landscape architect, completely constructed fill slopes shall be covered with a synthetic vegetation matting and the slopes shall be revegetated, in accordance with the installation requirements of the manufacturer and the CBC.</p> | |

Impacts

Mitigation Measures

Residual Impacts

GEO/mm-2.3: Prior to issuance of building permits for habitable structures on-site, the following design measures shall be incorporated into the project building plans, to be verified by the City Building Division:

- a. Conventional continuous and spread footings bearing on soil compacted per the "Grading" section of the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021) shall be used to support structures. Grade beams shall also be placed across all large entrances to support structures. Footings and grade beams shall have a minimum depth of 12 inches below the lowest adjacent grade; however, footings and grade beams for the two- and three-story building shall have a minimum depth of 18 inches below the lowest adjacent grade. All spread footings shall be a minimum of 2 square feet. Footing and grade beam dimensions shall also conform to the applicable requirements of Section 1809 (CBSC, 2019). Footing and grade beam reinforcement shall be in accordance with the requirements of the architect/engineer; minimum continuous footing and grade beam reinforcement shall consist of two No. 4 rebar, one near the top and one near the bottom of the footing or grade beam.
- b. Footings shall be designed using a maximum allowable bearing capacity of 2,000 pounds per square foot (psf) dead plus live load. The allowable bearing capacity may be increased by 200 psf for each additional 6 inches of embedment below a depth of 12 inches below lowest adjacent grade. The allowable bearing capacity shall not exceed 3,000 psf dead plus live loads. Using these criteria, maximum total and differential settlement under static conditions are expected to be on the order of 3/4-inch and 1/4-inch in 25 feet, respectively. Footings shall also be designed to withstand total and differential dynamic settlement of 2 inches and 1 inch across the largest building dimension, respectively.
- c. Lateral loads may be resisted by soil friction and by passive resistance of the soil acting on foundations. Lateral capacity is based on the assumption that backfill adjacent to foundations is properly compacted. A passive equivalent fluid pressure of 375 pound-force per cubic foot (pcf) and a coefficient of friction of 0.39 may be used in design. No factors of safety, load factors, and/or other factors have been applied to any of the values.
- d. The allowable bearing capacity may be increased by one-third when transient loads such as wind or seismicity are included if the structural engineer determines they are allowed per Sections 1605.3.1 and 1605.3.2 (CBSC, 2019). The following seismic parameters are presented for use in structural design:

| Impacts | Mitigation Measures | Residual Impacts | | | | | | | | | | | | | | | | |
|--|--|--------------------------------|------------------------|---------------|--|------------------------|-------------------|--------------------|------------------------|----------------|----------------------|-----------------------|------------------------|----------------|----------------------|-----------------------|-----------------------|---------------------------------------|
| 2019 Mapped CBC Values | <table border="1"> <thead> <tr> <th colspan="2">Site Class "D" Adjusted Values</th> <th colspan="2">Design Values</th> </tr> <tr> <th>Seismic Parameters (g)</th> <th>Site Coefficients</th> <th>Seismic Values (g)</th> <th>Seismic Parameters (g)</th> </tr> </thead> <tbody> <tr> <td>S_S</td> <td>F_a 1.056</td> <td>S_{MS} 1.138</td> <td>S_{DS} 0.759*</td> </tr> <tr> <td>S₁</td> <td>F_V 0.386</td> <td>S_{M1} 0.739</td> <td>S_{D1} 0.493</td> </tr> </tbody> </table> | Site Class "D" Adjusted Values | | Design Values | | Seismic Parameters (g) | Site Coefficients | Seismic Values (g) | Seismic Parameters (g) | S _S | F _a 1.056 | S _{MS} 1.138 | S _{DS} 0.759* | S ₁ | F _V 0.386 | S _{M1} 0.739 | S _{D1} 0.493 | Less than Significant with Mitigation |
| Site Class "D" Adjusted Values | | Design Values | | | | | | | | | | | | | | | | |
| Seismic Parameters (g) | Site Coefficients | Seismic Values (g) | Seismic Parameters (g) | | | | | | | | | | | | | | | |
| S _S | F _a 1.056 | S _{MS} 1.138 | S _{DS} 0.759* | | | | | | | | | | | | | | | |
| S ₁ | F _V 0.386 | S _{M1} 0.739 | S _{D1} 0.493 | | | | | | | | | | | | | | | |
| <p>Peak Mean Ground Acceleration (PGA_M) = 0.527g Seismic Design Criteria = D *F_a should be taken as 1.4 and S_{DS} as 0.996 if the Simplified Lateral Force Analysis Procedure in Section 12.14.8 of the American Society of Civil Engineers Publications is used in structural design</p> | <p>e. Foundation excavations shall be observed by the geotechnical engineer prior to placement of reinforcing steel or any formwork. Foundation excavations shall be thoroughly moistened prior to PCC placement and no desiccation cracks shall be present.</p> | | | | | | | | | | | | | | | | | |
| <p>GEO Impact 3: Future development on-site could result in substantial adverse effects associated with liquefaction and seismically induced settlement.</p> | <p>Implement Mitigation Measures GEO/mm-2.1 through GEO/mm-2.3. GEO/mm-3.1: Prior to issuance of building permits, the following measures shall be incorporated into the project utility construction plans, to be verified by the City Building Division:</p> <ol style="list-style-type: none"> Unless otherwise recommended, utility trenches adjacent to foundations shall not be excavated within the zone of foundation influence, as shown in the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021). Utilities that must pass beneath foundations shall be placed with properly compacted utility trench backfill and the foundation shall be designed to span the trench. A select, noncorrosive, granular, easily compacted material shall be used as bedding and shading immediately around utilities. Generally, the soil found at the site may be used for trench backfill above the select material. Utility trench backfill shall be moisture conditioned and compacted. The Engineering Design Standards (SBC, 2011) requires a minimum compaction of 95 percent of maximum dry density in trench backfill in existing or future public roadway areas. A minimum of 95 percent of maximum dry density shall also be obtained where trench backfill comprises the upper 1-foot of subgrade beneath HMA or PCC pavement, and in all AB. A minimum of 85 percent of maximum dry density will generally be sufficient where trench backfill is located in landscaped or other unimproved areas, where settlement of trench backfill would not be detrimental. | | | | | | | | | | | | | | | | | |

| Impacts | Mitigation Measures | Residual Impacts |
|---------|---|------------------|
| e. | <p>Jetting of trench backfill shall generally not be allowed as a means of backfill densification. However, to aid in encasing utility conduits, particularly corrugated conduits and multiple closely spaced conduits in a single trench, jetting or flooding may be used. Jetting or flooding shall only be attempted with extreme caution, and any jetting or flooding operation shall be subject to review by the geotechnical engineer.</p> | |
| f. | <p>The Corrosion Evaluation Report prepared by CERCO Analytical, Inc. and presented in the Geotechnical Engineering Report prepared for the project (Earth Systems Pacific 2021) shall be used by the architect/engineer in specifying appropriate corrosion protection measures for the utility improvements.</p> | |
| | <p>GEO/mm-3.2: Prior to issuance of grading permits, the following measures shall be incorporated into the project grading and construction plans, to be verified by the City Building Division:</p> | |
| a. | <p>All retaining wall foundations shall be founded in soil compacted as recommended in Mitigation Measure GEO/mm-2.1. Conventional foundations for retaining walls shall have a minimum depth of 12 inches below lowest adjacent grade not including the keyway.</p> | |
| b. | <p>If retaining walls will retain more than 6 feet of soil, seismic design shall be required by the geotechnical engineer.</p> | |
| c. | <p>Retaining wall design shall be based on the following parameters:</p> | |
| | <p>Active equivalent fluid pressure (native soil, imported sand or gravel backfill) 35 pcf</p> | |
| | <p>At-rest equivalent fluid pressure (native soil, imported sand or gravel backfill) 55 pcf</p> | |
| | <p>Passive equivalent fluid pressure (compacted fill) 375 pcf</p> | |
| | <p>Maximum toe pressure (compacted fill) 2,000 psf</p> | |
| | <p>Coefficient of sliding friction (compacted fill) 0.39</p> | |
| d. | <p>No surcharges are taken into consideration in the above values. The maximum toe pressure is an allowable value to which a factor of safety has been applied. No factors of safety, load factors, and/or other factors have been applied to any of the remaining values.</p> | |
| e. | <p>The above pressures are applicable to a horizontal retained surface behind the wall. Walls having a retained surface that slopes upward from the wall shall be designed for an additional equivalent fluid pressure of 1 pcf for the active case and 1.5 pcf for the at-rest case, for every 2 degrees of slope inclination.</p> | |
| f. | <p>The active and at-rest values presented above are for drained conditions. Consequently, retaining walls shall be drained with rigid perforated pipe encased in a free draining gravel blanket. The pipe shall be placed perforations downward and shall discharge in a nonerosive manner away from foundations and other improvements. The gravel blanket shall have a width of approximately 1 foot and shall extend upward to approximately 1 foot from the top of the wall. The upper foot shall be backfilled with on-site</p> | |

| Impacts | Mitigation Measures | Residual Impacts |
|---------|---|------------------|
| | <p>soil except in areas where a slab or pavement will abut the top of the wall. In such cases, the gravel backfill shall extend up to the material that supports the slab or pavement.</p> <p>To reduce infiltration of the soil into the gravel, a permeable synthetic fabric conforming to the Standard Specifications (Caltrans, 2018) Section 96-1.02B – Class “C,” shall be placed between the two. Manufactured geocomposite wall drains conforming to the Standard Specifications (Caltrans, 2018) Section 96-1.02C are acceptable alternatives to the use of gravel provided that they are installed in accordance with the requirements of the manufacturer. Where drainage can be properly controlled, weep holes on maximum 4-foot centers may be used in lieu of perforated pipe. A filter fabric as described above shall be placed between the weep holes and the drain gravel.</p> | |
| g. | <p>Retaining walls where moisture transmission through the wall would be undesirable shall be thoroughly waterproofed in accordance with the specifications of the architect/engineer.</p> | |
| h. | <p>The architect/engineer shall bear in mind that retaining walls by their nature are flexible structures, and that surface treatments on walls often crack. Where walls are to be plastered or otherwise have a finish applied, the flexibility shall be considered in determining the suitability of the surfacing material, spacing of horizontal and vertical control joints, etc. The flexibility shall also be considered where a retaining wall will abut or be connected to a rigid structure, and where the geometry of the wall is such that its flexibility will vary along its length.</p> | |
| | <p>GEO/mm-3.3: Prior to issuance of grading permits, the following measures shall be incorporated into the project construction plans, to be verified by the City Building Division:</p> | |
| a. | <p>Conventional interior light duty PCC slabs-on-grade and exterior flatwork shall have a minimum thickness of 4 full inches; however, the thickness of heavy-duty slabs and flatwork shall be specified by the architect/engineer. Conventional interior slabs-on-grade shall be doweled to footings and grade beams with dowels.</p> | |
| b. | <p>Reinforcement size, placement, and dowels shall be as directed by the architect/engineer. Interior slabs-on-grade and light duty exterior flatwork shall be reinforced, at a minimum, with No. 3 rebar at 18 inches on-center each way. Heavy duty exterior flatwork shall have minimum rebar sizing and spacing that meets the criteria of American Concrete Institute (ACI) 318 (ACI, 2014). A modulus of subgrade reaction (K30) of 100 psi/inch may be used in the design of heavy duty slabs-on-grade founded on compacted native soil. The modulus of subgrade reaction (K30) may be increased to 150 psi/inch if the slab is underlain with a minimum of 6 inches of compacted Class 2 AB (Caltrans, 2018), and to 200 psi/inch if the slab is underlain with a minimum of 12 inches of compacted Class 2 AB.</p> | |
| c. | <p>Due to the current use of impermeable floor coverings, water-soluble flooring adhesives, and the speed at which buildings are now constructed,</p> | |

| Impacts | Mitigation Measures | Residual Impacts |
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| | <p>moisture vapor transmission through slabs is a much more common problem than in past years. Where moisture vapor transmitted from the underlying soil would be undesirable, the slabs shall be protected from subsurface moisture vapor. A number of options for vapor protection are discussed below; however, the means of vapor protection, including the type and thickness of the vapor retarder, if specified, are left to the discretion of the architect/engineer.</p> | |
| d. | <p>Where specified, vapor retarders shall conform to ASTM E1745-17. This standard specifies properties for three performance classes, Class "A", "B" and "C". The appropriate class shall be selected based on the potential for damage to the vapor retarder during placement of slab reinforcement and concrete.</p> | |
| e. | <p>Several recent studies, including those of ACI Document 302.1R-15 (ACI, 2015), have concluded that excess water above the vapor retarder increases the potential for moisture damage to floor coverings and could increase the potential for mold growth or other microbial contamination. The studies also concluded that it is preferable to eliminate the typical sand layer beneath the slab and place the slab concrete in direct contact with a Class "A" vapor retarder, particularly during wet weather construction. However, placing the concrete directly on the vapor retarder requires special attention to using the proper vapor retarder (see discussion below), a very low water-cement ratio in the concrete mix, and special finishing and curing techniques.</p> | |
| f. | <p>The next most effective option would be the use of vapor-inhibiting admixtures in the slab concrete mix and/or application of a sealer to the surface of the slab. This would also require special concrete mixes and placement procedures, depending upon the requirements of the admixture or sealer manufacturer.</p> | |
| g. | <p>Another option that may be a reasonable compromise between effectiveness and cost considerations is the use of a subslab vapor retarder protected by a sand layer, however this would increase the potential for moisture damage to floor coverings and for mold growth or other microbiological contamination. If a Class "A" vapor retarder (see discussion below) is specified, the retarder can be placed directly on the material at pad grade. The retarder shall be covered with a minimum 2 inches of clean sand. If a less durable vapor retarder is specified (Class "B" or "C"), a minimum of 4 inches of clean sand shall be provided on top of the material at pad grade, and the retarder shall be placed in the center of the clean sand layer. Clean sand is defined as well or poorly graded sand (ASTM D2487-17) of which less than 3 percent passes the No. 200 sieve. The site soils do not fulfill the criteria to be considered "clean" sand.</p> | |
| h. | <p>Regardless of the underslab vapor retarder selected, proper installation of the retarder is critical for optimum performance. All seams must be properly lapped, and all seams and utility penetrations properly sealed in accordance with the vapor retarder manufacturer's requirements. Installation shall conform to ASTM E1643-18a.</p> | |

| Impacts | Mitigation Measures | Residual Impacts |
|---|---|---------------------------------------|
| | <ul style="list-style-type: none"> i. If sand is used between the vapor retarder and the slab, it shall be moistened only as necessary to promote concrete curing; saturation of the sand shall be avoided, as the excess moisture would be on top of the vapor retarder, potentially resulting in vapor transmission through the slab for months or years. j. In conventional construction, it is common to use 4 to 6 inches of sand beneath exterior flatwork. Another measure that can be taken to reduce the risk of movement of flatwork is to provide thickened edges or grade beams around the perimeters of the flatwork. The thickened edges or grade beams could be up to 12 inches deep, with the deeper edges or grade beams providing better protection. At a minimum, the thickened edge or grade beam shall be reinforced by two No. 4 rebar, one near the top and one near the bottom of the thickened edge or grade beam. k. Flatwork shall be constructed with frequent joints to allow articulation as flatwork moves in response to seasonal moisture and/or temperature variations causing minor expansion and contraction of the soil, or variable bearing conditions. The soil in the subgrade shall be moistened to at least optimum moisture content and no desiccation cracks shall be present prior to casting the flatwork. l. Where maintaining the elevation of the flatwork is desired, the flatwork shall be doweled to the perimeter foundation as specified by the architect/engineer. In other areas, the flatwork may be doweled to the foundation or the flatwork may be allowed to "float free," at the discretion of the architect/engineer. Flatwork that is intended to float free shall be separated from foundations by a felt joint or other means. m. To reduce shrinkage cracks in PCC, the PCC aggregates shall be of appropriate size and proportion, the water/cement ratio should be low, the PCC shall be properly placed and finished, contraction joints should be installed, and the PCC shall be properly cured. PCC materials, placement, and curing specifications shall be at the direction of the architect/engineer. The Guide for Concrete Floor and Slab Construction (ACI, 2015) is suggested as a resource for the architect/engineer in preparing such specifications. | Less than Significant |
| <p>GEO Impact 4: The project would not cause potential substantial adverse effects involving landslides.</p> | No mitigation is required. | Less than Significant |
| <p>GEO Impact 5: The project could result in substantial soil erosion and the loss of topsoil.</p> | <p>GEO/mm-5.1: Prior to site preparation, the following measures shall be incorporated into project construction plans:</p> <ul style="list-style-type: none"> a. Per Section 1804.4 (CBSC, 2019) unpaved ground surfaces shall be finish graded to direct surface runoff away from foundations and other improvements at a minimum 5 percent grade for a minimum distance of 10 feet. The site shall be similarly sloped to drain away from foundations, and other improvements during construction. Where this is not practicable due to other improvements, etc., swales with improved surfaces, area drains, or other drainage facilities, shall be used to collect and discharge runoff. | Less than Significant with Mitigation |

| Impacts | Mitigation Measures | Residual Impacts |
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| <p>b. The eaves of the buildings shall be fitted with roof gutters. Runoff from flatwork, roof gutters, downspouts, planter drains, area drains, etc., shall discharge in a nonerosive manner away from foundations and other improvements in accordance with the requirements of the governing agencies. Erosion protection shall be placed at all discharge points unless the discharge is to a pavement surface.</p> <p>c. To reduce the potential for planter drainage gaining access to subslab areas, any raised planter boxes adjacent to foundations shall be installed with drains and sealed sides and bottoms. Drains shall also be provided for areas adjacent to the structure and in landscape areas that would not otherwise freely drain.</p> <p>d. The on-site soils are highly erodible. If soils are disturbed during construction, stabilization of soils by vegetation or other means, during and following construction, is essential to reduce erosion damage. Care shall be taken to establish and maintain vegetation. The landscaping shall be planned and installed to maintain the surface drainage recommended above. Surface drainage shall also be maintained during construction.</p> <p>e. Maintenance of drainage and other improvements is critical to the long-term stability of the site and the integrity of the structures. Site improvements shall be maintained on a regular basis.</p> <p>f. Finished flatwork and pavement surfaces shall be sloped to freely drain toward appropriate drainage facilities. Water shall not be allowed to stand or pond on or adjacent to exterior pedestrian flatwork, vehicle pavement, or other improvements as it could infiltrate into the AB and/or subgrade, causing premature deterioration of pavement, flatwork, or other improvements. Any cracks that develop in the pavement shall be promptly sealed.</p> <p>g. All exterior drains and drain outlets shall be maintained to be free-flowing. Care shall be taken to establish and maintain vegetation. Vegetation and erosion matting (if utilized) shall be maintained or augmented as needed. Irrigation systems shall be maintained so that soils around structures are maintained at a relatively uniform year-round moisture content, and are neither over-watered nor allowed to dry and desiccate.</p> <p>h. The owner or site maintenance personnel shall periodically observe the areas within and around the site for indications of rodent activity and soil instability. The owner or site maintenance personnel shall also implement an aggressive program for controlling the rodent activity in the general area.</p> | <p>b. The eaves of the buildings shall be fitted with roof gutters. Runoff from flatwork, roof gutters, downspouts, planter drains, area drains, etc., shall discharge in a nonerosive manner away from foundations and other improvements in accordance with the requirements of the governing agencies. Erosion protection shall be placed at all discharge points unless the discharge is to a pavement surface.</p> <p>c. To reduce the potential for planter drainage gaining access to subslab areas, any raised planter boxes adjacent to foundations shall be installed with drains and sealed sides and bottoms. Drains shall also be provided for areas adjacent to the structure and in landscape areas that would not otherwise freely drain.</p> <p>d. The on-site soils are highly erodible. If soils are disturbed during construction, stabilization of soils by vegetation or other means, during and following construction, is essential to reduce erosion damage. Care shall be taken to establish and maintain vegetation. The landscaping shall be planned and installed to maintain the surface drainage recommended above. Surface drainage shall also be maintained during construction.</p> <p>e. Maintenance of drainage and other improvements is critical to the long-term stability of the site and the integrity of the structures. Site improvements shall be maintained on a regular basis.</p> <p>f. Finished flatwork and pavement surfaces shall be sloped to freely drain toward appropriate drainage facilities. Water shall not be allowed to stand or pond on or adjacent to exterior pedestrian flatwork, vehicle pavement, or other improvements as it could infiltrate into the AB and/or subgrade, causing premature deterioration of pavement, flatwork, or other improvements. Any cracks that develop in the pavement shall be promptly sealed.</p> <p>g. All exterior drains and drain outlets shall be maintained to be free-flowing. Care shall be taken to establish and maintain vegetation. Vegetation and erosion matting (if utilized) shall be maintained or augmented as needed. Irrigation systems shall be maintained so that soils around structures are maintained at a relatively uniform year-round moisture content, and are neither over-watered nor allowed to dry and desiccate.</p> <p>h. The owner or site maintenance personnel shall periodically observe the areas within and around the site for indications of rodent activity and soil instability. The owner or site maintenance personnel shall also implement an aggressive program for controlling the rodent activity in the general area.</p> | <p>Less than Significant with Mitigation</p> |
| <p>GEO Impact 6: The project could result in substantial adverse effects associated with liquefaction, settlement, hydroconsolidation, and seismically induced settlement.</p> | <p>Implement Mitigation Measures GEO/mm 2.1 through GEO/mm-2.3 and GEO/mm-3.1 through GEO/mm-3.3. GEO/mm-6.1: Prior to site preparation, the following measures shall be implemented:</p> <p>a. A Geotechnical Engineer shall be retained to provide consultation during the design phase, to aid in the implementation of the findings of the</p> | <p>Less than Significant with Mitigation</p> |

| Impacts | Mitigation Measures | Residual Impacts |
|--|---|------------------------------|
| <p>Geotechnical Engineering Report in future project design, to review final plans once they are available, to interpret this report during construction, and to provide construction monitoring in the form of testing and observation.</p> | <p>b. At minimum, the Geotechnical Engineer shall be retained to provide:</p> <ol style="list-style-type: none"> 1. Review of final grading, utility, and foundation plans; 2. Professional observation during grading, foundation excavations, and trench backfill; 3. Oversight of compaction testing during grading; and, 4. Oversight of special inspection during grading. <p>c. Special inspection of grading shall be provided as per Section 1705.6 and California Building Code Table 1705.6. The special inspector shall be under the direction of the Geotechnical Engineer. Special inspection of the following items shall be provided by the special inspector:</p> <ol style="list-style-type: none"> 1. Stripping and clearing of vegetation; 2. Overexcavation to the recommended depths; 3. Scarification, moisture conditioning, and compaction of the soil; 4. Fill quality, placement, and compaction; 5. Utility trench backfill; 6. Retaining wall drains and backfill; 7. Foundation excavations; and 8. Subgrade and AB compaction and proof rolling. <p>d. A program of quality control shall be developed prior to beginning grading. The contractor or project manager shall determine any additional inspection items required by the architect/engineer or the governing jurisdiction.</p> <p>e. Locations and frequency of compaction tests shall be as per the direction of the Geotechnical Engineer at the time of construction. The recommended test location and frequency may be subject to modification by the Geotechnical Engineer, based upon soil and moisture conditions encountered, size and type of equipment used by the contractor, the general trend of the results of compaction tests, or other factors.</p> <p>f. The Geotechnical Engineer shall be notified at least 48 hours prior to beginning construction operations.</p> | <p>Less than Significant</p> |
| <p>GEO Impact 7: The project would not result in substantial risks to life or property associated with expansive soils.</p> | <p>No mitigation is required.</p> | <p>Less than Significant</p> |
| <p>GEO Impact 8: The project would not result in impacts associated with soil capability of supporting the use of wastewater disposal systems.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |

| Impacts | Mitigation Measures | Residual Impacts |
|---|--|--|
| <p>GEO Impact 9: Ground-disturbing activities could damage paleontological resources that may be present below the surface.</p> | <p>GEO/mm-9.1: Once detailed design plans accompanying the Planned Development Permits application are available, a qualified paleontologist, meeting the standards of the Society of Vertebrate Paleontology (2010) shall prepare a Paleontological Resources Monitoring and Mitigation Plan and a Worker's Environmental Awareness Program to train the construction crew, both to be implemented during development. During preparation of the Paleontological Resources Monitoring and Mitigation Plan, the qualified paleontologist will determine the timing and extent of monitoring necessary after considering amount and depth of grading and the areas proposed for development.</p> <p>After construction is completed, the qualified professional paleontologist would prepare a report that summarizes the results of the construction monitoring. If a paleontological resource is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist in accordance with Society of Vertebrate Paleontology standards and protection and/or data recovery measures appropriate to the find are identified by the paleontologist and implemented. The developer shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement.</p> | <p>Less than Significant with Mitigation</p> |
| <p>GEO Impact 10: The project would have the potential to result in cumulatively considerable impacts associated with geology and soils.</p> | <p>Implement Mitigation Measures GEO/mm-2.1 through GEO/mm-2.3, GEO/mm-3.1 through GEO/mm-3.3, GEO/mm-5.1, GEO/mm-6.1, and GEO/mm-9.1.</p> | <p>Less than Significant with Mitigation</p> |
| <p>Hazards and Hazardous Materials</p> | | |
| <p>HAZ Impact 1: The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.</p> | <p>No mitigation is required.</p> | <p>Less than Significant</p> |
| <p>HAZ Impact 2: Construction of infrastructure associated with the project could result in the release of ADL, a hazardous material, into the environment. No other potentially significant impacts related to upset or accident conditions involving the release of hazardous materials would occur.</p> | <p>HAZ/mm-2.1: Prior to issuance of construction permits for infrastructure improvements, soil sampling shall be conducted for the presence of hazardous materials, including aerially deposited lead (ADL) and hydrocarbons in areas where excavation is required within 30 feet of Union Valley Parkway. Soil sampling shall be conducted by a licensed geologist or other qualified professional as approved by the City. ADL sampling shall focus on unpaved areas and formerly unpaved areas within the right-of-way and shall be conducted in accordance with current Caltrans guidance documents. Analytes to be targeted should include gasoline-, diesel-, and oil-range hydrocarbons; volatile organic compounds; and fuel oxygenates. If contaminated soil is present, the appropriate abatement actions shall be implemented in accordance with applicable Caltrans Standard Special Provisions and other applicable standards.</p> <p>HAZ/mm-2.2: To ensure contaminated soils excavated during infrastructure improvements are handled, stockpiled, and disposed of in accordance with federal, state, and local regulations, a Soil Management Plan and Health and Safety Plan shall be developed and implemented for the infrastructure improvements that are located beyond the 43.75-acre site. Special handling, treatment, or disposal of ADL in soils during construction activities shall be consistent with the DTSC and Caltrans</p> | <p>Less than Significant with Mitigation</p> |

*Richards Ranch Annexation Environmental Impact Report
Summary*

| Impacts | Mitigation Measures | Residual Impacts |
|---|--|--|
| <p>HAZ Impact 3: The project would not introduce hazardous materials within 0.25 mile of an existing or proposed school; impacts related to hazardous emissions and handling of hazardous materials near schools would be less than significant.</p> | <p>Soil Management Agreement for Aerially Deposited Lead-Contaminated soils (effective July 1, 2016).</p> <p>No mitigation is required.</p> | <p>Less than Significant</p> |
| <p>HAZ Impact 4: The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |
| <p>HAZ Impact 5: Future development may have the potential to be inconsistent with safety and/or compatibility policies of the Santa Maria Public Airport land use plan in effect at the time of building permit applications.</p> | <p>HAZ/mm-5.1: At the time of Planned Development Permit approval for new land uses onsite, all development permit applications shall demonstrate full compliance with the applicable safety standards and compatibility policies of the airport land use plan in effect at the time. Consistency with the airport land use plan shall be reviewed and verified by the City of Santa Maria Community Development Department prior to building permit issuance.</p> | <p>Less than Significant with Mitigation</p> |
| <p>HAZ Impact 6: The project would not impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan.</p> | <p>No mitigation is required.</p> | <p>Less than Significant</p> |
| <p>HAZ Impact 7: With implementation of identified mitigation, the project would not result in any cumulatively considerable impacts associated with hazards or hazardous materials.</p> | <p>Implement Mitigation Measure HAZ/mm-5.1.</p> | <p>Less than Significant with Mitigation</p> |
| <p>Hydrology and Water Quality</p> | | |
| <p>HYD Impact 1: Construction of the project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</p> | <p>Implement Mitigation Measure GEO/mm-5.1.</p> <p>HYD/mm-1.1: Prior to the issuance of building permits, the developer shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) according to General Permit Order 2009-0009 or any subsequent order for approval by the City of Santa Maria Public Works Department and the Central Coast Regional Water Quality Control Board (RWQCB). The SWPPP shall include best management practices (BMPs) to reduce erosive and polluted runoff during all phases of project construction. BMPs shall be approved by the City and the Central Coast RWQCB along with the SWPPP. These measures shall be included on all construction plans. BMPs may include, but are not limited to, erosion and sediment controls and vehicle and equipment monitoring and maintenance, as identified below:</p> <ol style="list-style-type: none"> a. Erosion and sediment controls, including silt fences, straw wattles, berms, sediment basins, runoff diversions, or other erosion control measures approved by the Central Coast RWQCB shall be installed properly to increase effectiveness and shall be maintained regularly. b. Vehicle and equipment maintenance and monitoring would require that all equipment and vehicles shall be checked and maintained daily to prevent spills of fuel, oil, and other hazardous materials. A designated staging | <p>Less than Significant with Mitigation</p> |

| Impacts | Mitigation Measures | Residual Impacts |
|---|--|--|
| <p>HYD Impact 2: Operation of the project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</p> | <p>area shall be established for vehicle/equipment parking and storage of fuel, lubricants, and solvents. The staging area shall be located a minimum of 100-feet from roadside drainages or culverts. All fueling and maintenance activities shall take place in the designated staging area.</p> <p>Compliance with the SWPPP during project construction shall be monitored by the City's Public Works Department during all construction phases.</p> <p>HYD/mm-1.2: As specified in the SWPPP(s) and the City's stormwater regulations, prior to issuance of a building permit for ground disturbing activities, the developer shall prepare and submit site-specific erosion and sediment control plans for mass grading as well as for development of each development area within the site. The plans shall be designed to minimize erosion and water quality impacts, and shall be consistent with the requirements of the project's SWPPP(s). The plans shall include the following:</p> <ol style="list-style-type: none"> Graded areas shall be revegetated with deep-rooted, native, non-invasive drought tolerant species to minimize slope failure and erosion potential. Geotextile fabrics shall be used as necessary to hold slope soils until vegetation is established; Temporary storage of construction equipment shall be limited to a minimum of 100 feet away from drainages on the project site; Erosion control structures shall be installed in compliance with BIO/mm-1.4; Demonstrate peak flows and runoff for each phase of construction; and Erosion and sediment control plans shall be submitted for review and approval by City staff and all requirements shall be included on construction plans. <p>The developer shall ensure installation of erosion control structures prior to beginning of any construction or grading activities subject to review and approval by the City.</p> | <p>Less than Significant with Mitigation</p> |
| <p>HYD Impact 2: Operation of the project could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</p> | <p>HYD/mm-2.1: The developer shall prepare a development maintenance manual for the stormwater quality system and low impact development BMPs. The maintenance manual shall include detailed procedures for maintenance and operations of all stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's or designer's maintenance specifications. The manual shall require that devices be cleaned annually prior to the onset of the rainy season (i.e., October 15) and immediately after the end of the rainy season (i.e., May 15). The manual shall also require that all devices be checked after major storm events.</p> <p>HYD/mm-2.2: The property manager(s) or acceptable maintenance organization shall submit to the City Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15 and May 15 of each year). The requirement for maintenance and report submittal shall be recorded against the property.</p> | <p>Less than Significant with Mitigation</p> |

*Richards Ranch Annexation Environmental Impact Report
Summary*

| Impacts | Mitigation Measures | Residual Impacts |
|--|---|--|
| <p>HYD Impact 3: Implementation of the project would not substantially decrease groundwater supplies and impede sustainable groundwater management of the basin.</p> | <p>HYD/mm-2.3: BMP devices shall be incorporated into the stormwater quality system depicted in the erosion and sediment control plan (HYD/mm-1.2). BMPs shall include, at a minimum, the BMPs and source control measures and maintenance requirements for permanent and operation source control BMPs for landscaping, waste disposal, outdoor equipment storage, and parking.</p> | <p>Less than Significant</p> |
| <p>HYD Impact 4: The project could interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</p> | <p>No mitigation is required.</p> | <p>Less than Significant</p> |
| <p>HYD Impact 5: If the proper design measures and BMPs were not implemented, the project could alter the existing drainage pattern of the site or increase surface water runoff in a manner that could result in substantial erosion, siltation, and/or loss of topsoil.</p> | <p>Implement Mitigation Measures GEO/mm-5.1, HYD/mm-1.1, HYD/mm-1.2, and HYD/mm-2.1 through HYD/mm-2.3.</p> | <p>Less than Significant with Mitigation</p> |
| <p>HYD Impact 6: The project site is not in a flood hazard zone, tsunami zone, or seiche zone and, therefore, there would be no risk of release of pollutants due to project inundation by these hazards.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |
| <p>HYD Impact 7: Implementation of the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</p> | <p>Implement Mitigation Measures HYD/mm-1.1, HYD/mm-1.2, and HYD/mm-2.1 through HYD/mm-2.3.</p> | <p>Less than Significant with Mitigation</p> |
| <p>HYD Impact 8: The project could result in cumulatively considerable impacts to biological resources.</p> | <p>Implement Mitigation Measures GEO/mm-5.1, HYD/mm-1.1, HYD/mm-1.2, and HYD/mm-2.1 through HYD/mm-2.3.</p> | <p>Less than Significant with Mitigation</p> |
| <p>Land Use and Planning</p> | | |
| <p>LUP Impact 1: The project would not include features that would physically divide an established community.</p> | <p>No mitigation is required.</p> | <p>Less than Significant</p> |
| <p>LUP Impact 2: The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |
| <p>LUP Impact 3: The project would not result in cumulatively considerable impacts associated with land use and planning.</p> | <p>No mitigation is required.</p> | <p>No Impact</p> |

| Impacts | Mitigation Measures | Residual Impacts |
|---|--|--|
| <p>Noise</p> <p>NOI Impact 1: The project could 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.</p> | <p>NOI/mm-1.1: The following measures shall be implemented to reduce construction-generated noise levels:</p> <ul style="list-style-type: none"> a. Construction activity shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays in accordance with the City's Noise Element. No noise-generating construction activities are allowed to occur on Sundays or state or federal holidays. Construction equipment maintenance shall be limited to the same hours. Non-noise-generating construction activities without mechanical equipment are not subject to these restrictions. b. Control noise at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential and noise-sensitive land uses. c. Construction activities shall comply with the City of Santa Maria noise-control ordinance requirements, including obtaining a permit if deemed necessary. <p>NOI/mm-1.2: The following mitigation measures shall be implemented to reduce long-term exposure to transportation and non-transportation noise:</p> <ul style="list-style-type: none"> a. A noise wall or attenuating barrier shall be constructed along the western and northern portions of the proposed residential development, which is generally located south of Union Valley Parkway and east of Orcutt Road. The noise wall or barrier shall be constructed to minimum height of 6 to 8 feet above ground level as determined by a final acoustical assessment. Recommended barrier locations based on the conceptual site plan available in August 2022 are depicted in Figure 4.10-6. Noise barriers may consist of walls or a combination of walls and earthen berms. Barrier walls should be constructed of masonry block, or material of similar density and usage, with no visible air gaps at the base of the barrier or between construction materials. b. A noise wall shall be constructed along the northern boundary of the commercial land uses, which are generally located north of Union Valley Parkway and east of Orcutt Road of the project. The wall shall be constructed to a minimum height of 8 feet above ground level and shall be constructed of masonry block, or material of similar density and usage, with no visible air gaps at the base of the barrier or between construction materials. c. Loading docks shall be fitted with door seals and bumpers. The installation of dock seals would reduce loading dock noise levels by approximately 5 dBA, or more. When the loading dock is not in use, loading dock doors shall remain closed. d. Given the conceptual nature of the site plan considered in the EIR, there is the potential for the exact location of land uses to shift slightly as design plans are finalized. The operations of the final site plan shall be required to adhere to the following limitations to ensure exposure of residential and | <p>Less than Significant with Mitigation</p> |

Impacts

Mitigation Measures

Residual Impacts

park land uses to operational noise is reduced. The following uses shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.), unless an acoustical assessment is completed to determine that these commercial-uses would not impact nearby noise-sensitive land uses (residential and park uses):

1. Commercial-use loading docks within 300 feet of residential uses
2. Drive-throughs within 90 feet of residential uses
3. Car wash operations located within 1,400 feet of nearby residential land uses

If nighttime (7:00 a.m. to 10:00 p.m.) operations are necessary for the proposed land uses noted above, an acoustical assessment shall be prepared to evaluate potential noise impacts to nearby existing and proposed noise-sensitive land uses for operations proposed to occur during the nighttime hours (10:00 p.m. to 7:00 a.m.). All proposed operations during the nighttime hours (10:00 p.m. to 7:00 a.m.) shall not result in exceedances to the City's noise standards, as demonstrated by the acoustical assessment. Where the acoustical assessment determines that source noise levels would exceed the City's applicable noise standards, site-design features/noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below applicable noise standards.

- e. An acoustical assessment shall be prepared for exterior commercial-use air conditioning units 300 feet from a noise-sensitive land use. The acoustical assessment shall evaluate operational noise levels in comparison to the City's daytime and nighttime noise standards. Where the acoustical assessment determines that operational noise levels would exceed the City's applicable noise standards, site-design features and/or noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below the City's applicable noise standards. Such measures may include locating equipment on rooftop areas, incorporation of additional shielding, selection of low-noise generation equipment, and/or incorporation of rooftop parapets.

City of Santa Maria Maximum Acceptable Noise Levels by Land Use

| Zones | Range of Intensities (dBA Leq) | | | | | | | |
|-------------|--------------------------------|-------|------------|-------|-----------|-------|----------|-------|
| | Ambient Base | | 15 Minutes | | 5 Minutes | | 1 Minute | |
| | Day | Night | Day | Night | Day | Night | Day | Night |
| Residential | 55 | 45 | 60 | 50 | 65 | 55 | 70 | 60 |
| Commercial | 65 | 60 | 70 | 65 | 75 | 70 | 80 | 75 |
| Industrial | 75 | 70 | 80 | 75 | 85 | 80 | 90 | 85 |

Source: City of Santa Maria (2022)
 dBA = A-weighted decibels; L_{eq} = Equivalent sound level

*Richards Ranch Annexation Environmental Impact Report
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| Impacts | Mitigation Measures | Residual Impacts |
|--|---|---------------------------------------|
| NOI Impact 2: The project would not generate excessive groundborne vibration or groundborne noise levels. | No mitigation is required. | Less than Significant |
| NOI Impact 3: The project would not expose people residing or working in the project area to excessive noise levels. | No mitigation is required. | Less than Significant |
| NOI Impact 4: The project would have the potential to result in cumulatively considerable impacts associated with noise. | Implement Mitigation Measures NOI/mm-1.1 and NOI/mm-1.2. | Less than Significant with Mitigation |
| Population and Housing | | |
| PH Impact 1: The project would not result in substantial unplanned population growth; impacts would be less than significant. | No mitigation is required. | Less than Significant |
| PH Impact 2: The project would not displace substantial numbers of persons or housing; no impact would occur. | No mitigation is required. | No Impact |
| PH Impact 3: Cumulative effects of the proposed project would occur because the project would not displace persons or housing nor would result in unplanned growth; cumulative impacts related to population growth would not occur. | No mitigation is required. | No Impact |
| Public Services and Recreation | | |
| PS Impact 1: The project would not require the provision of new or physically altered fire protection facilities; therefore, there would be no environmental impacts associated with the provision of fire protection facilities to serve the project site and environmental impacts would be considered less than significant. | No mitigation is required. | No Impact |
| PS Impact 2: The project would not require the provision of new or physically altered police protection facilities. | No mitigation is required. | No Impact |
| PS Impact 3: Implementation of the project would result in an increased demand on existing OUSD and SMUJHSD facilities. | No mitigation is required. | Less than Significant |
| PS Impact 4: The project would not require the provision of new or physically altered public library facilities. | No mitigation is required. | No Impact |
| PS Impact 5: The project would not require the provision of new or physically altered park facilities beyond the 43.75-acre project site that could result in additional environmental impacts. | No mitigation is required. | No Impact |
| PS Impact 6: The project would not result in substantial physical deterioration of existing parks and recreation facilities; the impact would be less than significant. | No mitigation is required. | Less than Significant |

*Richards Ranch Annexation Environmental Impact Report
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| Impacts | Mitigation Measures | Residual Impacts |
|---|---|---------------------------------------|
| PS Impact 7: The project would not include the development of recreational facilities that may have an adverse physical effect on the environment. | No mitigation is required. | Less than Significant |
| PS Impact 8: The project could result in cumulatively considerable environmental impacts related to the provision of public services and recreation. | No mitigation is required. | Less than Significant |
| Transportation | | |
| TR Impact 1: The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. | No mitigation is required. | Less than Significant |
| TR Impact 2: The project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3(b). | No mitigation is required. | Less than Significant |
| TR Impact 3: The project would not substantially increase hazards due to a geometric design feature or incompatible uses. | No mitigation is required. | Less than Significant |
| TR Impact 4: The project would not result in inadequate emergency access. | No mitigation is required. | Less than Significant |
| TR Impact 5: The project would not have potential to result in cumulatively considerable impacts associated with transportation; impacts would be less than significant. | No mitigation is required. | Less than Significant |
| Utilities and Service Systems | | |
| USS Impact 1: The project would require the construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities. | Implement Mitigation Measures AQ/mm-1.1 and AQ/mm-1.2; BIO/mm-1.1 through BIO/mm-1.5; BIO/mm-2.1, BIO/mm-3.1, BIO/mm-4.1, BIO/mm-5.1, and BIO/mm-11.1; CR/mm-2.1; GEO/mm-5.1 and GEO/mm-9.1; HAZ/mm-2.1 and HAZ/mm-2.2; HYD/mm-1.1 and HYD/mm-1.2; and NOI/mm-1.1. | Less than Significant with Mitigation |
| USS Impact 2: Golden State Water would have sufficient water supply to serve the water demand generated by the proposed project and the existing service area during normal, single dry year, and multiple dry years conditions. | No mitigation is required. | Less than Significant |
| USS Impact 3: The LCSD would have adequate capacity to serve the increase in wastewater flows generated by the project. | No mitigation is required. | Less than Significant |
| USS Impact 4: The project could generate solid waste in excess of the capacity of local infrastructure or otherwise impair state or local solid waste reduction goals. | No mitigation is required. | Less than Significant |

Richards Ranch Annexation Environmental Impact Report
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| Impacts | Mitigation Measures | Residual Impacts |
|---|----------------------------|-----------------------|
| USS Impact 5: The project would comply with federal, state, and local solid waste reduction goals. | No mitigation is required. | Less than Significant |
| USS Impact 6: The project would not result in a cumulatively considerable impact to utilities and service systems. | No mitigation is required. | Less than Significant |

LAFCO

Santa Barbara Local Agency Formation Commission
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www.sblafco.org ♦ lafco@sblafco.org

March 2, 2023

Dana Eady, Planning Manager
City of Santa Maria
110 South Pine Street, Rm 101
Santa Maria, CA 93458
deady@cityofsantamaria.org

SENT VIA EMAIL

Subject: Comments on Draft Environmental Impact Report (EIR) –
Richards Ranch Annexation Project (AN2021-0001)

Dear Ms. Eady:

Thank you for the opportunity to comment on the draft Environmental Impact Report for the Richards Ranch Annexation. The Local Agency Formation Commission (LAFCO) provided a Notice of Preparation letter regarding this project on February 23, 2022 which outlined the scope and content needed for LAFCO to use as a Responsible Agency in considering a future annexation of the project to the City. Thank you for taking the time to discuss the project with us on December 16, 2022. The most recent Municipal Service Review and Sphere of Influence Update scheduled for approval in April 2023 by LAFCO may be useful in preparing the final EIR. Please consider the following comments:

- 1. General Comment.** The annexation of undeveloped property within the Orcutt Community Plan should contemplate how the City of Santa Maria will set the stage for other territory within their Sphere of Influence might be added in subsequent future applications. This application and all future applications should foster an orderly development pattern that would not create a potential divided community of service providers, efficient service model with particular attention to costs for such services. As currently proposed, the property would be served by four different entities (Golden State Water Company for water, Laguna County Sanitation for sewer, County Fire as first responders, and City for all other services). This has the potential of creating a different class of residents within the City limits. The Cortese-Knox-Hertzberg Act (CKH Act) and Santa Barbara LAFCO local policies strive for an effective local government structure that takes into consideration the need for enhanced urban services, cost and adequacy of those services where services and improvements can be provided and financed. The desire for urban level services would preferably be provided by a single agency versus a number of small providers which could enhance efficient provisions of urban services. These elements should be evaluated and discussed in the EIR to avoid gaps in the CEQA record for LAFCO's use and should be addressed in the Response to Comments, the

Commissioners: Cynthia Allen ♦ Jay Freeman, Vice-Chair ♦ Craig Geyer ♦ Joan Hartmann, Chair ♦ James Kyriaco ♦ Bob Nelson
♦ Jenelle Osborne ♦ Alice Patino ♦ Jim Richardson ♦ Shane Stark ♦ Das Williams **Executive Officer:** Mike Prater

ATTACHMENT C

Final EIR, and if necessary, use of the Cities conditioning authority to meet necessary compliance.

2. **LAFCO's comments** were submitted as part of the Notice of Preparation process and were focused on the annexation process and analysis of local policies. The DEIR Chapter 4.9.2.4 under *Consistency with Applicable Plans and Policies* generally lists SBLAFCO policies and standards for Spheres of Influence and standards for annexations to Cities, favorable and unfavorable factors. Several other policies and factors are not listed and therefore not evaluated in the DEIR. These include:
 - a. Section 7 III POLICIES ENCOURAGING CONSISTENCY WITH SPHERES OF INFLUENCE # (2) which state *"Already developed unincorporated lands located within the established sphere of influence boundary of a city and which benefit from municipal services provided by such city should be annexed to that city. Vacant land in the same position should be annexed prior to development. LAFCO recognizes that costs for serving some developed unincorporated areas, when studied independently, may exceed revenues. In other cases, revenues will exceed service costs. To the fullest extent possible, cities should develop programs that propose annexation of several areas which, if combined together, achieve a net balance in city costs and revenues."* This policy recognizes some development of unincorporated areas may exceed revenues, but a balance is desired.
 - b. Section 7 IV POLICIES ENCOURAGING ORDERLY URBAN DEVELOPMENT AND PRESERVATION OF OPEN SPACE PATTERNS # (1) which state *"The Commission encourages well planned, orderly, and efficient urban development patterns for all developing areas. Also, the county, cities, and those districts providing urban services, are encouraged to develop and implement plans and policies which will provided for well-planned, orderly and efficient urban development patterns, with consideration of preserving permanent open space lands within those urban patterns."* Focus here being on implementation of plans and policies which will provided for well planned, orderly and efficient urban needs.
 - c. Section 7 VI standards for annexations to Cities, favorable factors # (2, 3 & 4) which are listed in the DEIR, however stronger determination should be given. These factors relate to #3 *"Proposed area can be provided all urban services by agency as shown by agency service plan and proposals would enhance the efficient provision of urban services"*. And, #11 *"Boundaries of proposed annexation do not include logical service area or are otherwise improperly drawn."* Having four providers to serve this relatively small site may not be the best approach. Genrally, if the City were the sole provider for all serves the public would have a better understanding of their service provider making it easier for the public to gain public access and allow greater government accountaibility.
 - d. Other Factors not discussed include Commissioner Handbook Appendix A LAFCO Proposal Review Factors - Government Code 56668 factors a-q. Of particular note are the following factors:

Factor (b) The need for organized community services, the present cost and adequacy of governmental services and controls in the area, probable future needs for those services and controls, probable effect of the proposed incorporation,

formation, annexation, or exclusion and alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.

Factor (c) The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.

Factor (d) The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377.

Policy 1. Any proposal for a change or organization or reorganization shall contain sufficient information to determine that adequate services, facilities, and improvements can be provided and financed by the agencies responsible for the provision of such services, facilities, and improvements.

Policy 4. Proposed area can be provided all urban services by agency as shown by agency service plan and proposals would enhance the efficient provision of urban services.

Policy 6. Where possible, a single larger agency rather than a number of adjacent smaller ones, established for a given service in the same general area, will be preferred.

Policy 7. Reorganization of overlapping and competing agencies or the correction of illogical boundaries dividing agency service areas is recommended. The Commission encourages reorganizations, consolidations, mergers, or dissolutions where the result will be better service, reduced cost, and/or more efficient and visible administration or services to the citizens.

Factor (j) The comments of any affected local agency or other public agency.

Factor (m) The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7.

3. **Water Resource comments.** The DEIR Section 4.14 Utilities and Service Systems documents the Golden State Water Company's current supply and demand. The DEIR Appendix K Water Supply Assessment (Todd Report) discusses the proposed projects demands. These documents outline the need for Supplemental Water and the requirement states "*GSWC has existing agreements to obtain additional imported water from the City and uses SWP water wheeled through the City. The projects potable water demand would be 149.05 AFY*". The Water Supply Assessment documents the "*GSWC UWMP documents water sources, water demands, water reliability planning, and water demand management through 2045*." This assessment report also states "*By 2045, total water demands are expected to increase by 21 percent, driven by increases in residential and commercial uses*." The Todd Report concludes "*The City has adequate supplemental water from their existing allocation to provide for this Project when annexed. Agreement details would need to be formalized and would occur after annexation*." As outlined below under Alternatives should evaluate all services (including water) provided by the City of

Santa Maria as the public governmental entity. Supplemental water is required and being provided by the City anyways through an agreement because GSWC does not have an adequate supply without the additional City water. LAFCO will want to better understand any formalized agreement before annexation, not after. As a public governmental entity, the City offers the public a greater understanding of their rights and regulations that is more open to accountability and statutes customary to the public, than does a private water company regulated by the Public Utilities Commission.

- 4. Affordable Housing & RHNA comments.** The DEIR states the project would not result in substantial unplanned population growth; impacts would be less than significant in the areas of Population/Housing. The DEIR Section 4.11 Population and Housing cites on page 4.11.3 the Regional Housing Needs Allocation from the 5th cycle that covers the period between 2014 to 2022. The impact assessment also provides analysis based on the 5th cycle. This proposed project would fall under the 6th cycle. Although the Cities draft Housing Element for period 2023-2031 does not consider or identify additional land inventory needs outside of the existing City limits to meet their RHNA, this project could assist in adding more affordable housing units to an already limited affordable housing stock within the City. Additionally, as mentioned above under Factor (m) discussion regarding the effect on Cities and County in achieving their respective fair shares of the regional housing needs will need to be considered by LAFCO under the 6th cycle. A potential transfer of RHNA may be part of property tax exchange negotiation process.

On page 4.9-35 of the DEIR, it states *“While the project is not proposing units that are categorized as affordable units through deed restriction, the project does allow for the future housing that would provide more affordable options to the community. The project would diversify the range of housing types available in the city by increasing the available housing supply for apartments and condominiums which are in most cases more affordable than single family dwellings.”* No additional analysis is provided that documents the current cost for the proposed housing supply type to compare if such diversity and range of types are truly achieving affordability.

DEIR page 5.4 under Section 5.3.1 Affordable Housing Component Alternative scenario was rejected from further review. The DEIR also states *“It is important to note that a later application could be submitted for this type of development and the City could consider an addendum or supplemental analysis to this EIR at that time.”* Other important LAFCO Policies include the importance of affordable housing and economically sound service capabilities. The LAFCO Commission at its broad discretion can determine if annexations sufficiently address these topics. The City may want to consider evaluating an alternative that considers an affordable housing component. Greater analysis within the EIR should be evaluated that includes the 6th cycle.

- 5. Fire Service Comments.** The DEIR Section 4.12 Public Services and Recreation documents the existing conditions for both City Fire Station 6 and new County Fire Station 25. The DEIR concludes on page 4.12-14 *“Service to the project site is dependent on the mutual aid agreement between SMFD and SBCFD.”* *“Average response times from SMFD Stations 2 and 4 to the project site would exceed the performance goal response time due to station location and distance from the site. However, SBCFD Station 21 is located 1.7 miles southwest of the project site and is within the 4-minute travel time response.: ...however, response times to the project site are less than ideal under current conditions from the SMFD location. This is largely because the closest SMFD station, the Santa Maria Airport Fire Station 6, has very limited equipment and staffing and cannot serve*

emergencies outside of the airport property. Because of this current condition, under mutual aid agreements, the SBCFD Station 21 would be the most likely first responder in most emergency situations at the project site.” Per NOP response letter from Deputy Chief Rob Heckman dated February 25, 2022 Mr. Heckman states *“At this time the SBCFD does not believe the proposed project is in the best interest of the residents and property owners of the unincorporated Orcutt community and has the potential to result in a significant negative impact to public safety. The proposed annexation would remove four parcels from the Santa Barbara County Fire Protection District that are currently providing property tax revenue into the Fire District.”* As mention above under Factor (j) comments from affected local agencies must be addressed by LAFCO. The EIR should evaluate the project impacts and mitigations necessary for SMFD service from Station 6.

6. **Alternatives Analysis.** LAFCO would request an Alternative be evaluated that considers full City services being provided. In light of the City Managers email received on December 29, 2022 stating in part *“We just would like to continue to urge LAFCO to promote orderly development in Santa Maria Valley into the City of Santa Maria to avoid situations such as underinvestment in infrastructure (Tanglewood, Saint Marie, Ray Water), lack of safe resources (the “agricultural” industrial areas east of the City that lack healthy water supply), and lack of municipal services (in Orcutt) or duplication of services (fire services) that end up requiring the City of Santa Maria to invest in improvements after-the-fact rather than constructing the public improvements and municipal services to City standards at the outset.”* We would agree that full City services from the outset would enhance urban services and set the stage for future infrastructure to be in place as the City considers annexation into their Sphere of Influence southerly into Orcutt. This could alleviate multiple service providers for future City residents and businesses. Thus, LAFCO requests the City evaluate this Alternative, which places the City as full-service provider for water, wastewater, and fire services that utilizes City infrastructure and municipal services to City standards.

We appreciate being contacted with regard to this project. If you have any questions regarding these comments, please me at 805-568-3391.

Sincerely,

Mike Prater
LAFCO Executive Officer

cc. Commissioners
William Dillon, LAFCO Counsel

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February 4, 2023

Santa Barbara LAFCO
105 E Anapamu Street
Santa Barbara CA 93101

LAFCO Members:

I am sending this letter in case the City of Santa Maria's proposed annexation of Key Site 26 comes before your board. I am an Orcutt area resident writing in opposition to the Richards Ranch Annexation Project (Orcutt Key Site 26). I feel that the scale of the proposal is too much. I do not want to see the area annexed; I much prefer development in line with what is in the existing Orcutt Community Plan guidelines for Key Site 26.

I know that the state of California has mandated more housing and I appreciate the need. However, I would hope the developer could work with the County to come up with plans that have less density, use less water and bring in less traffic. The traffic and accident rates on Union Valley Parkway, the 135, Bradley and all associated areas are increasing all the time. We do not need a huge development right in the middle of that.

Thank you for your consideration. I would appreciate you sharing this with the proper shareholders.

Best regards,

Heather Reese