

# **Enos Ranchos (Area A2) Specific Plan**

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**CHAPTER I.  
SPECIFIC PLAN INTRODUCTION**

**A. OVERVIEW**

The City of Santa Maria is located in Santa Barbara County about 70 miles north of the County seat in Santa Barbara. Other communities in the area include Nipomo to the north, Guadalupe to the west, and Orcutt to the south.

The Enos Ranchos project site is located in the County of Santa Barbara, on the eastern boundary of the City of Santa Maria, within the City's Sphere of Influence. The project applicant requests approval of a Specific Plan Amendment, General Plan Amendment, Pre-Zoning (rezoning of a portion of the previously annexed parcel), and Annexation (of approximately 113 acres) for the Entrada Este Specific Plan within Area A-2. The project proposes to amend the Circulation Element of the General Plan by removing a portion of the planned Inger Drive extension.

The Enos-Ranchos Specific Plan is a 121-acre area located in the City of Santa Maria (Figure I-2). The project area is bounded on the north by Battles Road, which runs east and west along the project area. College Drive, which runs north and south, forms a portion of the project area's western border. Bradley Road and US Hwy 101, which run north and south, border the project area on the east. Betteravia Road, which runs east and west, is the southern border of the Specific Plan project area. The Specific Plan project area will include predominantly commercial and residential land uses.

Although the Enos Ranchos Specific Plan is located within the original Entrada Este Specific Plan area, the Enos Ranchos Specific Plan is a stand alone document with standards and regulations separate from that of Entrada Este. Although some guidelines from the Entrada Este Specific Plan have been incorporated into the Enos Ranchos Specific Plan, this document is a complete and separate plan apart from the Entrada Este Specific Plan.

Figure I-1. Regional Location

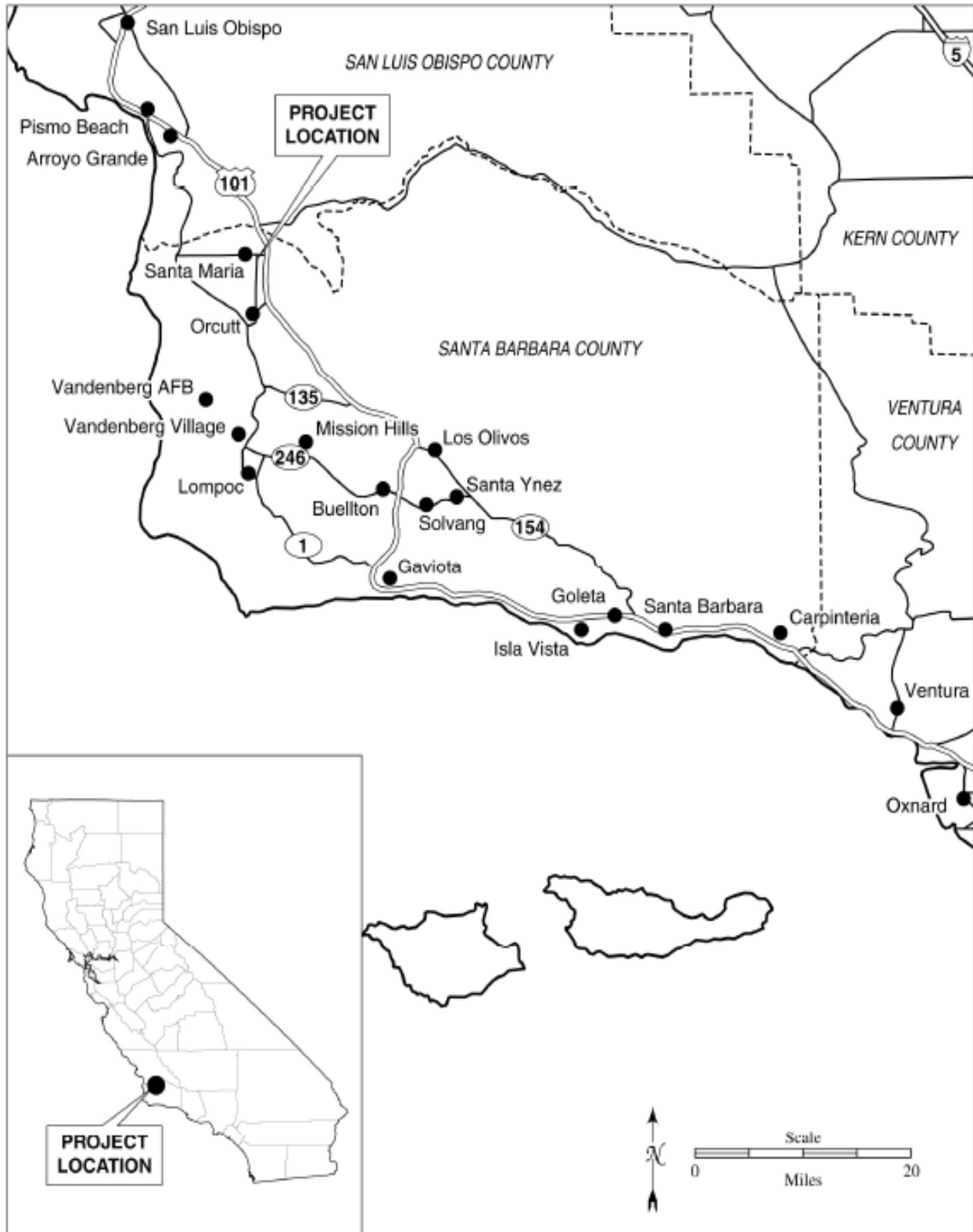
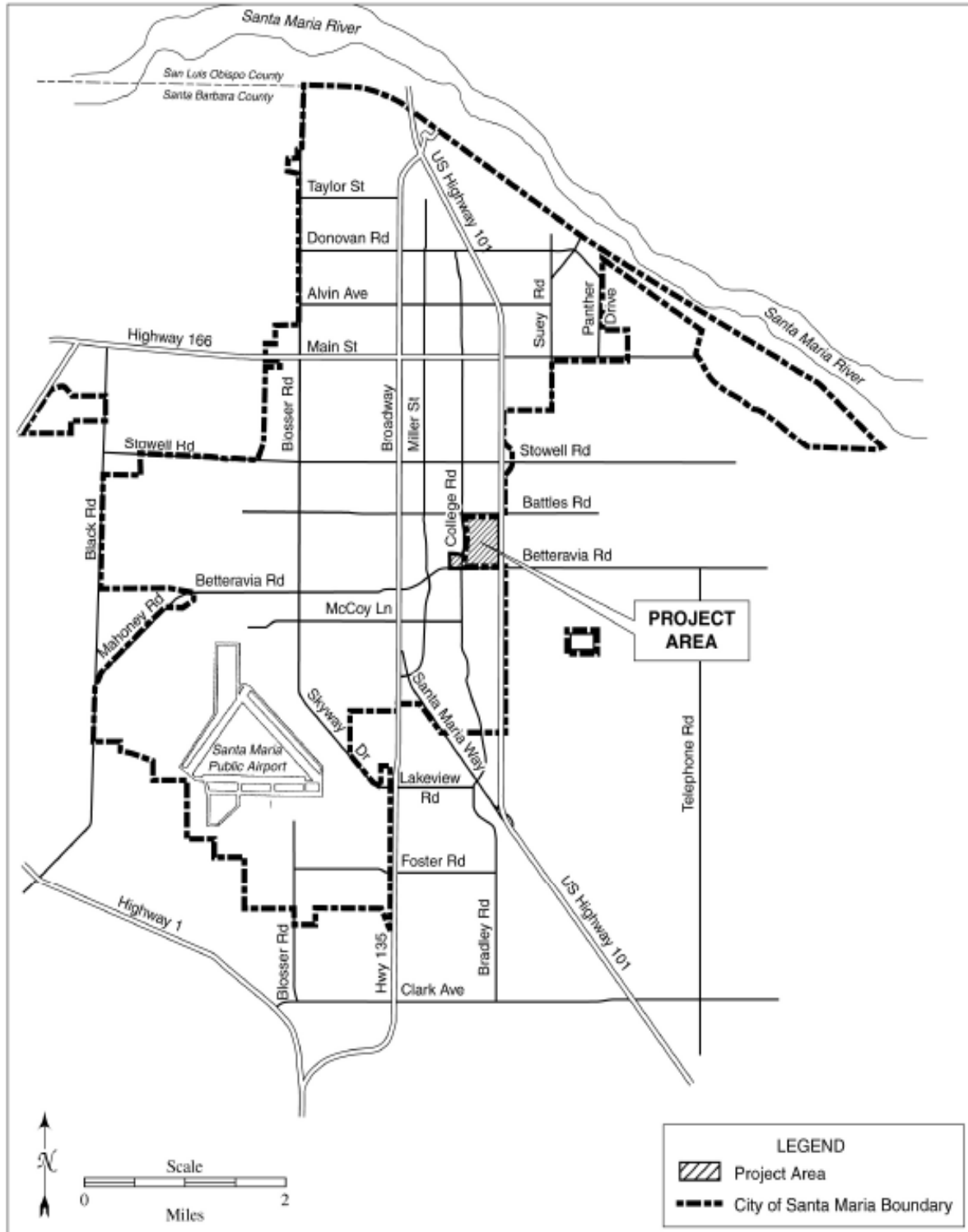


Figure I-2. Vicinity Map



## B. PROJECT HISTORY

In 1994, the Santa Maria City Sphere of Influence including the Entrada Este Planning Area was approved by the Santa Barbara Local Agency Formation Commission (LAFCO). At that time, the Entrada Este Specific Plan was approved by the City of Santa Maria, and the Specific Plan Area A-1 was annexed to the city. The Entrada Este Specific Plan was analyzed in the City of Santa Maria Sphere of Influence Boundary Expansion and Concurrent Annexation Final Environmental Impact Report (referred to below as the Sphere of Influence FEIR) (City of Santa Maria 1992).

In 1996, the City Council approved revisions to the Specific Plan Area A-1 including a rezone of 35 acres from Residential to General Commercial (C-2), and 19.5 acres of Residential to C-2/auto mall Auto Overlay to accommodate the Crossroads Commercial Center Project shopping center and a 19.5-acre auto mall. Revisions to text included changes to design criteria such as setback, building to mall area.

In 2000, the Entrada Este Area A-3 was annexed into the City of Santa Maria. The A-3 Specific Plan Amendment, General Plan Amendment, and annexation included a rezone of Open Space (ROS) from 32 acres to 18 acres, Low Density Residential (LDR-5) from 87 acres to 62 acres, and Low Medium Residential (LMDR-8) from 39 acres to 65.5 acres. It also included one acre of Community Facility (CF) and 18.7 acres of Medium Density Residential (MDR-12).

In 2001, the A-3 Specific Plan Amendment and General Plan Amendment changed 4 acres in Area A-1 from Low Medium Density Residential (LMDR-8) to Industrial/M-1/self-storage.

In 2002, several changes to the Entrada Este Specific Plan were made, including:

- Area A-1: nine acres of APN 128-137-063 from Planned Development/Residential Small Lot (PD/RSL-1) to Planned Development/Medium Density Residential (PD/R-2); and approximately 5 acres of Planned Development/High Density Residential with a Senior Overlay (PD/R-3-Senior) to Planned Development/Residential Small Lot (PD/RSL-1). The building setbacks in the M-1, RSL-1, and R-2 zoning districts also changed;
- Adding text revisions including new land use policies (Policy LU2 – add Neo-traditional themes and Program LU 2.1). Tables and exhibits were revised;
- Revisions to setbacks and design criteria in the Single Family Residential (R-1) and Residential Small Lot (RSL-1) zone of Area A-3, specifically with regard to side yard setbacks and architectural elements encroaching into the side yard setback; and

- Western portion of Area A-2: annexed by the Santa Maria Cemetery District, requiring a General Plan Amendment and Rezone, and Specific Plan Amendment changing 12 acres of Medium Density Residential (MDR-12) and 9.3 acres of Lower Density Residential (LWDR-4) to Community Facility (CF). Pre-zoning on the site was changed from MDR and LWDR to 31.7 acres of CF, 3.6 acres of PD/OS, and 8.7 acres of PD/RSL.

In 2005, 5.85 acres of land zoned Commercial Professional Office (CPO) was changed to General Commercial (C-2) on the southwest corner of the Betteravia Road and College Drive intersection in Area A-1.

### **C. PLAN AREA DESCRIPTION**

The project site is located in the County of Santa Barbara within the Sphere of Influence of the City of Santa Maria (see Figures 2-1, 2-2). The project area is bounded by Betteravia Road to the south, Bradley Road and US Hwy 101 to the east, and Battles Road to the north. An 8-acre portion of the project site is located west of College Drive, which was rezoned and annexed into the City in 2003, with the remainder of the project site located east of College Drive.

The approximately 113 acres of the property is located in the unincorporated County of Santa Barbara. The existing land use for the property in the County is Agriculture (AG). There is also a 1 acre parcel located within the property in County jurisdiction with a land use of Residential (RES). The current land use designation for the 8-acre parcel is Low Medium Density Residential (LMDR).

The County of Santa Barbara's Zoning Designation for the majority of the property is AG-I-40. The purpose of the AG-I-40 zone is to provide standards that support agricultural activity and encourage agricultural productivity with minimum 40 acre lots. There is also a 1 acre lot designated 10-R-1-0 as shown on Figure I-3. The current zoning designation for the 8-acre parcel is Residential Small Lot (RSL-1).

Figure I-3. Existing Zoning



**D. STATUTORY AUTHORITY**

A Specific Plan is a policy document used to implement the development concepts presented in the City’s General Plan. Specific Plans are authorized under Section 65450 et seq. of the Government Code for the systematic implementation of all or part of a General Plan.

As set forth in Section 65451 of the State Government Code, the Enos-Ranchos Specific Plan includes, at minimum, text and diagrams to describe the following:

Requirement	Specific Plan Reference
The distribution, location and extent of land use, including open space, within the plan area.	Chapter II
The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste, energy, and other essential facilities proposed to be located within the plan area and needed to support land uses described in the Specific Plan.	Chapter III
Standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources, where applicable.	Chapter IV
A program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to implement the Specific Plan.	Chapter V
A statement of the relationship between the Specific Plan and the City’s General Plan.	Chapter I, Section D (below)

**E. RELATIONSHIP OF THE SPECIFIC PLAN TO THE SANTA MARIA GENERAL PLAN**

The following key policies in the present City of Santa Maria General Plan will be implemented through the Enos-Ranchos Specific Plan:

Policy L.U.1 – Balanced Land Use Mix  
 “Establish and maintain a balanced mix of land uses to meet the present and future demands of the community”.

Objective L.U.1.a  
 “Residential: Establish residential areas for 1) the provision of a variety of home sites, housing types, and lifestyles, 2) the promotion of neighborhood integrity; and 3) the protection of individual property values by encouraging compatible uses and proper standards for design and development”.

Objective L.U.1.b

“**Commercial:** Establish and maintain areas in which business may be conducted, merchandise sold and distributed, and public and private services rendered in an efficient, convenient and effective environment with minimal impacts to adjacent land uses”.

Policy L.U.2 – Infrastructure Timing

“Ensure that all necessary urban services and infrastructure are planned and provided for in a timely manner and sufficient land is reserved for this provision.”

RME-Policy 11

Provide necessary public infrastructure to ensure reliable delivery of water, the collection, treatment, and disposal of wastewater, and the conveyance, retardation, and recharge of surface drainage.

## **F. PROJECT OBJECTIVES**

The proposed project provides an opportunity for coordinated mixed-use residential and commercial development within the Santa Maria area. Project objectives include the following:

- Provide development that expands on and complements the general commercial and large retail businesses between Stowell Road and McCoy Lane along the US Highway 101 corridor.
- Provide coordinated residential development and commercial amenities in one central location.
- Provide safe pedestrian and bicycle connections to onsite commercial, recreational, and open space amenities.
- Allow for comprehensive environmental review of all potential impacts associated with build-out of the project area.
- Develop the property with a variety of housing types to attract diverse community income groups, and to assist the City in complying with State housing mandates.

**CHAPTER II.  
LAND USE**

**A. DESCRIPTION OF LAND USES**

**1. LAND USE TYPES AND DISTRIBUTION**

The project area shall include four land use types: Community Commercial (CC), Lower Density Residential (LDR), Medium Density Residential(MDR) and Open Space(OS). The CC designation is located on the eastern and southern portions of the project site. The MDR designation is located at the north. The LDR designation is generally located on the western perimeter, between Bradley Road and College Drive. The OS designation generally runs along the bottom of the Betteravia escarpment.

Table II-1 compares the current acreage figures by land use designation to those being proposed.

**Table II-1 Existing and Proposed Acreage by Land Use Designation**

<i>Land Use Designation</i>	<i>Existing Acreage</i>	<i>Proposed Acreage</i>
Community Commercial	25 Acres	65.9 Acres
Community Facilities(school)	13.2 Acres	0 Acres
Open Space	13 Acres	8.5 Acres
Low Density Residential	25 Acres	16.9 Acres
Low Medium Residential	9 Acres	0 Acres
Medium Density Residential	24 Acres	21.7 Acres
High Density Residential	12 Acres	0 Acres
Roads	-----	8.2 Acres
	<b>Total = 121.2</b>	<b>Total = 121.2</b>
<i>Note 1: 9 acres currently located in City of Santa Maria as of 2005.</i> <i>Note 2: Approximately 20 acres of Highway 101 Right of Way not included in above total.</i>		

The planned area will be primarily residential and commercial. The defining physical structures that form the framework for the land uses are Highway 101 and Betteravia Road. Commercial uses are located adjacent to Highway 101 and clustered around Betteravia Road. The intent is to maximize access to motorists while buffering some of the residential uses from Highway 101. Medium density residential uses are generally located adjacent to Battles Road.

Four land use categories comprise the Land Use Plan. The following descriptions state the intent and character of each category. These descriptions will also serve as the basis for the permitted uses and building regulations.

**2. RESIDENTIAL LAND USE DESIGNATION**

The Residential Land Use designation LDR proposes a maximum land use intensity of 5 dwelling units per acre over the specific plan project area. This land use intensity is

consistent with the “Low Density Residential” land use designation of the City of Santa Maria’s General Plan.

The Residential Land Use designation MDR proposes a maximum land use intensity of 12 dwelling units per acre over the specific plan project area. This land use intensity is consistent with the “Medium Density Residential” land use designation of the City of Santa Maria’s General Plan.

<b>TABLE II-2 AREA A2 LAND USE</b>				
<b>Zone Designation</b>	<b>LAND USE</b>	<b>Acreage</b>	<b>DU/Acre</b>	<b>Dwellings</b>
C-2	Community Commercial	65.9		
OS	Open Space	8.5		
R-1	Low Density Residential	16.9	5.0	84
R-2	Medium Density Residential	21.7	12.0	260
	Roads	8.2		
<b>TOTALS</b>		121.2		344

**3. COMMUNITY COMMERCIAL LAND USE DESIGNATION**

The Community Commercial designation in the Enos-Ranchos Specific Plan is anticipated to serve regional retail interests. The Community Commercial designation is also intended as a commercial infill area between the existing shopping centers and businesses directly to the north and south of the project site. The commercial area is intended to provide regional retail/service uses to the area. The commercial areas have easy freeway access and high visibility. Businesses locating in these areas do not focus on providing exclusive service to the traveler, yet are not suited for the central business district. The commercial area may ultimately consist of large-scale, regional, and “big-box” stores.

**B. OPEN SPACE**

The Open Space designation provides the opportunity for recreational uses, such as neighborhood and community parks and trails. Other uses include conservation uses, specifically retention basins used for flood hazard mitigation.

The Enos Ranchos Planning Area will provide a park system that is integrated directly with the other land uses of the project. These parks and open spaces will be linked to other areas of the community by Multi-Purpose Trails I (8' in width) or bike trails. The open space trail is a corridor that supports a bike trail which follows the proposed detention basins.

The park site is envisioned as an active parksite with playing fields, playground equipment and restrooms. The retention basin portion of the park would be an open playing area rather than developed as a ball field. The site is proposed as largely a passive and active park site with playground areas.

**B. LAND USE DIAGRAM**

Figure II-1 is the Land Use Diagram and Figure II-2 is the Zoning Diagram, which presents the proposed general distribution of the uses of land and the corresponding zoning designation within the Enos-Ranchos Specific Plan project area. The Land Use and Zoning Diagram conforms to Section 65451(a) (1) of the State of California Government Code, and is hereby adopted and incorporated into the Enos-Ranchos Specific Plan.

The word "Diagram" is distinguished from "Map" in the context of a California Attorney General Opinion (67 OPS.CAL.ATTY.GEN.75 (3/7/84)), to provide a certain limited degree of flexibility in applying the Land Use Designations to specific parcels.

Figure II-1 Land Use Diagram

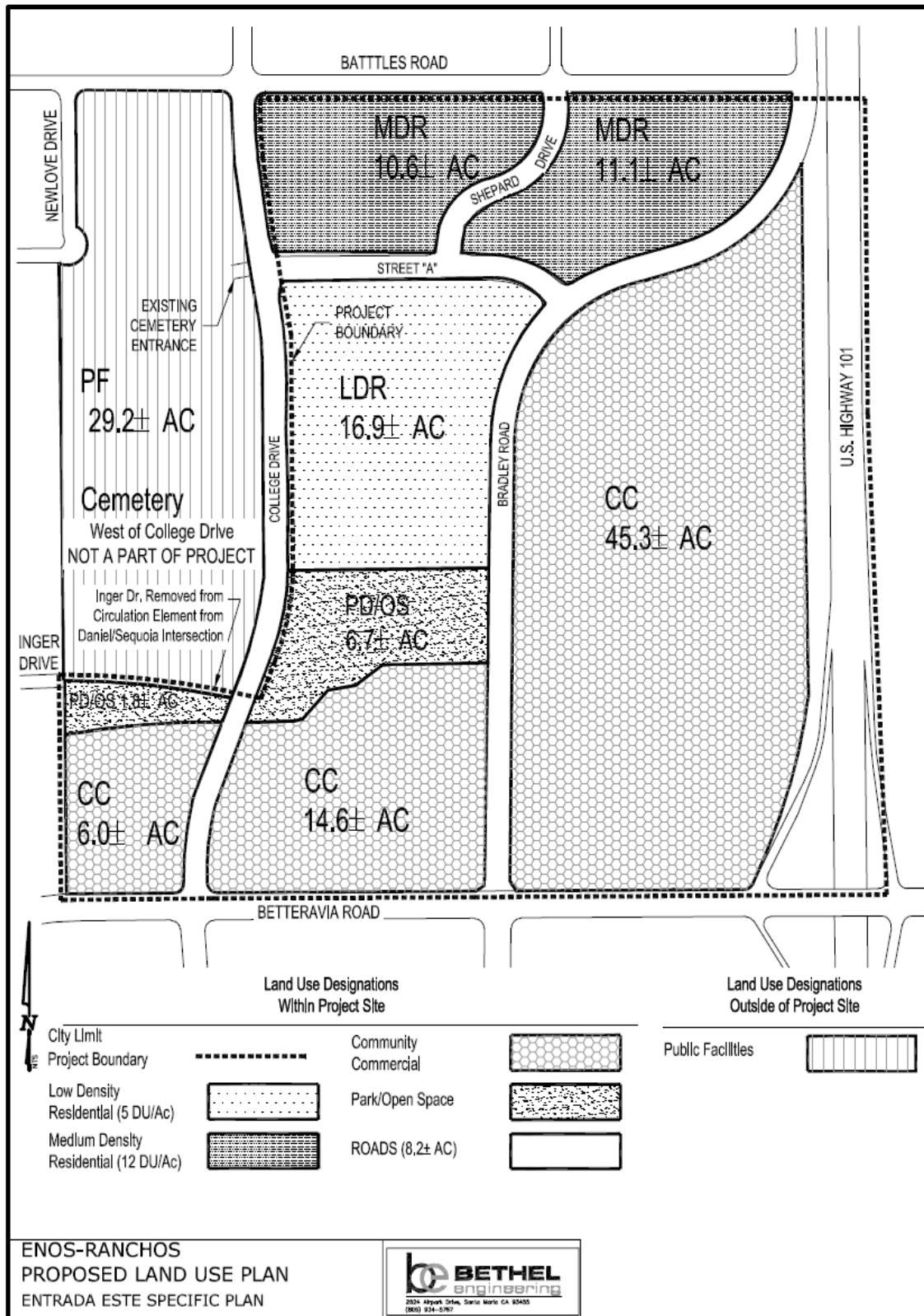
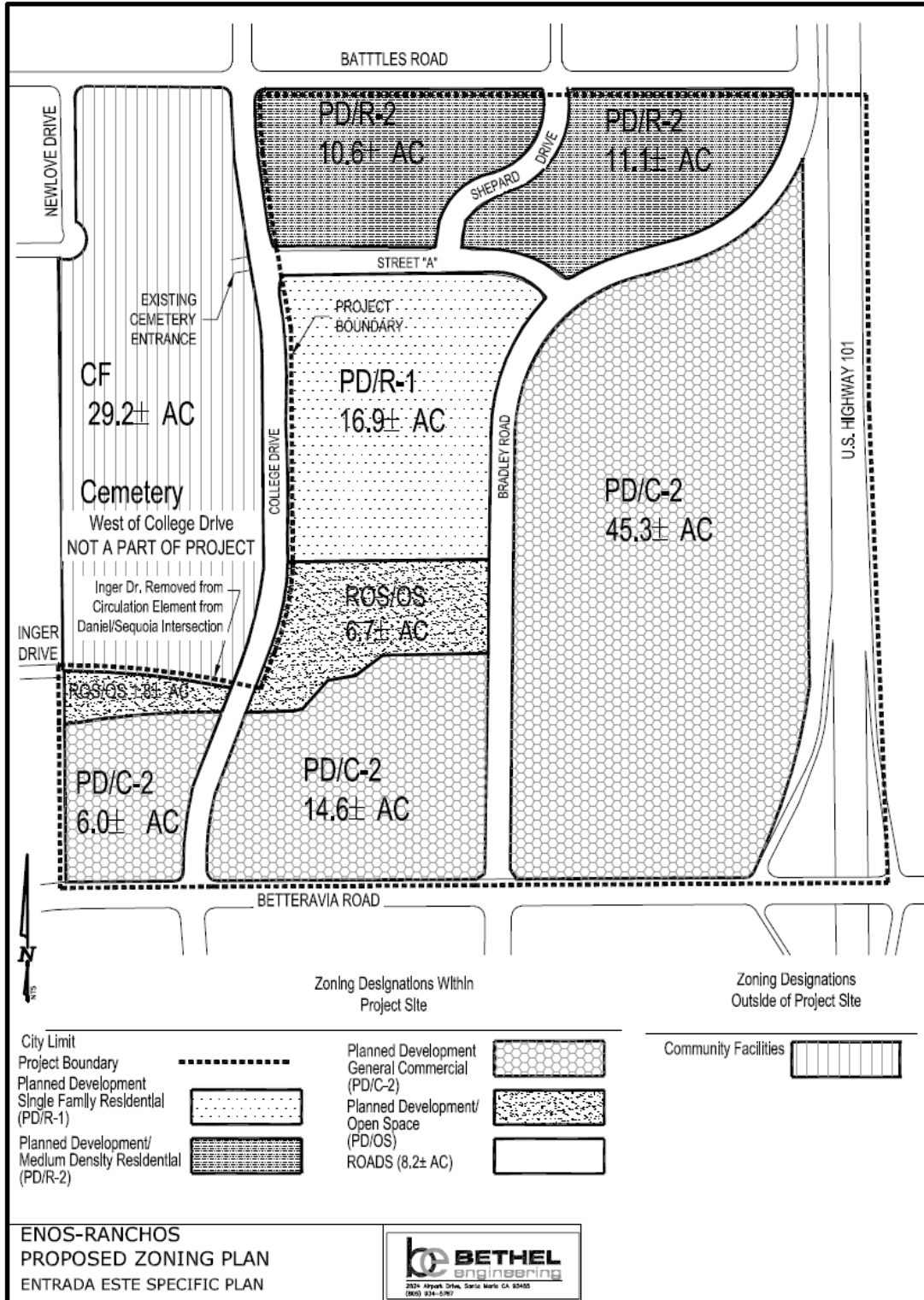


Figure II-2 Zoning Diagram



**CHAPTER III.  
PUBLIC FACILITIES**

## A. OVERVIEW

In general, the Enos-Ranchos Specific Plan infrastructure system is an extension of the existing community's infrastructure. The chapter describes the improvements needed for the future development of the project area. Improvements described in this chapter include sanitary and sewer facilities, solid waste disposal, storm water drainage, water, energy, schools, parks and community service facilities, public safety, and transportation and circulation.

## B. INFRASTRUCTURE PLAN

The Infrastructure Plan for the Enos-Ranchos Specific Plan is shown on Figures III-1 through III-9. These figures serve as design schematics for the Specific Plan's infrastructure and do not necessarily represent specific alignments or locations for facilities. All public facilities described in this Chapter are consistent with the land use designations of the Specific Plan. The figures indicate the preliminary sizing and design for backbone infrastructure within the Specific Plan project area. The exact design, location, and construction phasing will be determined as development occurs. All public facilities in the Specific Plan project area shall conform to all applicable City regulations, except where otherwise noted in this Specific Plan.

### 1. SANITARY SEWER SERVICE FACILITIES (FIGURE III-1)

#### Existing Conditions

Sewage collection service will be provided to the Enos Ranchos Project by the City of Santa Maria. Presently, secondary treatment is provided at the City's Wastewater Treatment Plant at Black Road. Presently, the capacity of the plant is 9.5 million gallons per day (MGD).

#### Proposed Improvements

The City has a policy of requiring developers to participate on a pro rata basis for improvements to both on-site and off-site systems impacted. This specific plan area will be subject to this policy.

Sewage generation for the project is based on land use. The projected flows from the site would be 191,835 gpd (gallons per day).

In order to accommodate the flows generated by this project, the Enos Ranchos Project will construct an 8" diameter sewer line to tie into the 12" trunk line (Inger Trunk Sewer) at the present easterly terminus of Inger Drive.

The locations and configurations of the proposed residential sewer mains and manholes were estimated by assuming 30 linear feet of sewer main per lot and 400 feet of main per manhole. It was also assumed that there will be cleanouts at the ends of each main and that this will average one cleanout for every four manholes.

**Funding - Developer Fees.** On-site improvements will be financed directly by the developer. City costs and the use of off-site facilities are paid by the developer through development fees charged by the City. Once the City accepts the area's infrastructural facilities as public, maintenance costs are assumed by the City and financed from Utility Department billings.

## **2. SOLID WASTE DISPOSAL**

The City of Santa Maria Public Works Department administers solid waste collection and diversion services for the Santa Maria area, offering garbage, green waste, and recyclable collection services. Project-generated solid waste would be taken to the Santa Maria Landfill that is operated by the City of Santa Maria, approximately 2.5 miles northeast of the project site. The landfill has a permitted disposal rate of 740 tons/day and permitted capacity of 13,998,400 cubic yards; its existing remaining capacity is approximately 2,170,721 cubic yards (California Integrated Waste Management Board ([CIWMB] 2006a). The facility is projected to have a permitted capacity of an additional 11 years (until 2017). The landfill accepts agricultural waste, construction/demolition materials, greenwaste, industrial materials, mixed municipal waste, and whole/cut tires. Household hazardous materials are also accepted at the Santa Maria Household Hazardous Waste Facility located within the landfill.

## **3. STORM WATER DRAINAGE (SEE FIGURE III-2)**

The flow from the drainage area travels westerly to a storm drain located at the terminus of Inger Drive and a storm drain located approximately 600' north of Inger Drive. Existing slopes in the planning are generally quite gentle other than the escarpment, allowing surface drainage to sheet flow without significant erosion.

### **Proposed Improvements**

Retardation Basins will be utilized to minimize the flows in a 25 year event from the subject site. The volume of required retardation basins within the drainage area have been based on the land use proposed in accordance with City of Santa Maria and Santa Barbara County Flood Control Standards.

Of the two proposed detention basins, the larger basin would be located between the realigned Bradley Road and College Drive. A second basin would be constructed east of proposed College Drive. This second basin would be hydraulically connected to the main basin via the proposed channel or by a pipe under College Drive. The proposed storm drains and basins will be designed per City of Santa Maria Standards and Specifications. The storm water drainage system is proposed to be owned and maintained by the City of Santa Maria.

An underground storm drain system is proposed for Bradley Road and College Drive to direct storm flows from these development areas into the existing 30" Inger Trunk .

On-site facilities for drainage areas shall be conveyed by street gutters and underground storm drains through the retardation basins to the appropriate flood control facilities.

All finish floor elevations for structures proposed within the subject site shall have an elevation of at least 2 feet above the 100 year flood line, and be above the elevation at which water would drain off site.

**Funding - Supplemental Storm Drainage Capacity.** City Ordinance provides potential financial relief where supplemental storm drainage capacity is required over and above the minimum required Project capacities. Detailed description of the mechanism is found in Title 11 of the Santa Maria Municipal Code (Subdivision Ordinance). Financing for supplemental drainage improvements within the planning area would be in accordance with Santa Maria Municipal Code.

#### **4. WATER FACILITIES ( FIGURE III-3)**

##### **Existing Conditions**

Presently, there is one 10 inch water line in College Drive extending through the property. Public water lines skirt the project at Inger Drive, Betteravia Road, Newlove and Battles Road. These facilities are under the jurisdiction of the City of Santa Maria. Future water service will be provided by the City of Santa Maria, in accordance with the City's Standards and Specifications.

Until 1997, the City water supply had been pumped from the Santa Maria Valley groundwater aquifer, with the majority of the pumping occurring from the Orcutt sub-basin. The aquifer averages about 1,000 feet in depth and covers approximately 110,000 acres. Much of the basin extends beneath the Pacific Ocean. The aquifer is estimated to have the capacity to store at least 14,900,000 acre-feet of water. The basin watershed is comprised of approximately 1,860 square miles, including the Santa Maria River drainage area and its tributaries, and the drainage areas of the Cuyama and Sisquoc rivers. The primary means of basin recharge is through streambed percolation along the Santa Maria River. Recharge also occurs through the Twitchell Reservoir flood control project. Total recharge is estimated at approximately 76,000 to 83,000 acre-feet-year (AFY) (City of Santa Maria 2000; California DWR 2003; Santa Barbara County Water Agency 2000).

In 1997, the City began accepting delivery of State water from the Central Coast Water Authority (CCWA) and only uses groundwater when there is interruption in State water delivery. The City initiated State water delivery in late 1996. Groundwater was initially blended with State water to satisfy peak demands. Since August 1997, State water has served as the first priority for distribution by the City. Groundwater is used to augment supplies to meet peak demands and as a backup supply. After being treated at the Wastewater Treatment Plant, the State water is percolated into an upper level

groundwater aquifer to reduce the naturally high level of total dissolved solids (TDS) concentration in the aquifer water. This results in an overall improvement of water quality in the groundwater basin (City of Santa Maria 2000).

### **Proposed Improvements**

Demand rates for the project are based on the Land Use Diagram. The estimated average daily flow is 102.43 AFY (Acre Feet per Year). The source for projected water use was taken from the "Project Assessment Manual" for Santa Maria.

Project water infrastructure requirements will consist of 8" and 14" water mains to be looped through the site in accordance with the Water System Plan Exhibit. 6" lines will be the minimum requirement in the residential areas, and 8" waterlines will be the minimum for the commercial areas. Presently, the City is not experiencing any water pressure problems in this area.

More detailed pipe network analysis shall be done as needed, when final designs are submitted for approval. Cost estimates will be produced when the actual location and sizes of the proposed water lines have been determined.

A conceptual water distribution system is shown on Figure III-3 (Water Facilities Diagram). While future water lines will be constructed within the local or neighborhood streets serving individual developments, the locations of which will be determined at the time that the various tentative maps are prepared and processed. Similarly, the locations and sizing of any necessary wells, storage facilities, and booster pumping stations will be determined during the processing of tentative maps.

**Funding - Developer Fees.** On-site improvements will be financed directly by the developer. City costs and the use of off-site facilities are paid by the developer through development fees charged by the City. Once the City accepts the area's infrastructural facilities as public, maintenance costs are assumed by the City and financed from Water Department billings.

## **5. ENERGY AND OTHER UTILITIES**

### **a. Electricity (Figure III-4)**

Pacific Gas & Electric (PG&E) will provide electrical service to the project. PG&E currently has a franchise agreement with the City of Santa Maria to provide underground service to the areas adjacent to the project site. Existing 12 kv underground lines are located in roads adjacent to the property.

**Proposed Improvements**

Twelve kv underground lines will be located within the right-of-way of all proposed roadways as shown on the Electric Plan. The main service lines create a loop from College Drive to Battles Road and to Bradley Road. Auxiliary lines located within the remaining roadways will tie into the proposed main lines. Final line sizes, connection points and construction responsibility will be determined at the design phase of the project.

**b. Gas (Figure III-5)**

The project site is in the Southern California Gas Company service area. An existing 10” line is located in Battles Road and an existing 2” line is located in Betteravia Road.

**Proposed Improvements**

A proposed 2-inch gas line would tie into an existing 10-inch gas line on the eastern end of Battles Road to Bradley Road during Phase 1. During Phase 2, a 2-inch gas line would run from Bradley Road along “Street A” to College Drive, and the gas line would run along the length of College Drive, connecting with the existing 10-inch line on Battles Road. (Figure III-6)

**c. Telephone (Figure III-6)****Proposed Improvements**

The proposed telephone lines would tie into an existing main substructure conduit on Battles Road and Betteravia Road. The proposed main substructure conduit would be installed along Bradley Road during Phase 1. During Phase 2, the proposed main substructure conduit would be installed from Bradley Road along “Street A” and along the length of College Drive on the project site.

**d. Cable (Figure III-7)**

ComCast Cable of Santa Maria currently serves the majority of the Santa Maria Valley. Residential service lines extend down Battles Road, Inger Drive, and Betteravia Road.

**Proposed Improvements**

Cable service to the project site can be readily extended from the existing lines currently abutting the site. During Phase 1, a master cable line would be installed along Bradley Road, and would tie into an existing cable line either on Battles Road or Betteravia Road. During Phase 2, a main cable line would be installed along “Street A” from Bradley Road to College Drive. In addition, a main cable line would be installed along College Drive in the project area.

## 6. SCHOOL

The Enos-Ranchos Specific Plan will be served by Santa Maria Bonita School District for kindergarten through grade 8 and Santa Maria Joint Unified High School for grades 9-12. The City does not control the location, construction or timing of schools; however, this Specific Plan encourages the location of them adjacent to community parks.

## 7. PARKS AND COMMUNITY SERVICES

A total of 8.5 acres of new parkland is proposed within the Specific Plan project area. While this parkland may be located anywhere in the Specific Plan project area, a conceptual design illustrating how this parkland could be distributed throughout the project sub-areas. A centrally located community park, of approximately 8.5 acres in size, could be linked by way of interconnecting trails or greenbelts to create an integrated park system in the project area.

The community park would be developed with lighted, active multi-purpose sports fields while the neighborhood parks would contain playgrounds, tennis courts, and lighted basketball courts. Both the community and neighborhood parks would also contain walking trails, restrooms, and picnic shelters. Ideally, the community park should be located for joint use by the proposed school, if feasible.

**Funding** - Park and Recreation Fees to be paid by developers.

## 8. PUBLIC SAFETY

The project will be served by the Santa Maria Police department and the Santa Maria Fire department. The project will pay growth impact mitigation fees and contribute a one-time fee for any additional staff and resources in order to provide service to the area if necessary.

## C. TRANSPORTATION AND CIRCULATION

The Enos-Ranchos Specific Plan circulation system represents a logical extension of the City's existing arterial and collector street system as specified in the General Plan. The location and classification of streets within this extended street system is shown on Figure III-8, Vehicular Circulation Diagram. The City's circulation system is composed of a range of facilities and the City's General Plan Circulation Element lists the functional emphasis for each facility classification.

**Primary Arterial**

Betteravia Road is the only Primary arterial in the project. Required improvements will result in a divided, 124-foot right-of-way supporting six travel lanes, a landscaped median, Class II bike lanes and two parkways. Many of these improvements have already been completed.

**Secondary Arterial**

Battles Road and College Drive are classified as Secondary Arterial roads for the project. Proposed are two road sections; a 116'-124' ROW that includes a left turn lane at intersections and a 104'-112' ROW that reduces the center island in width. Both road sections will include two travel lanes in each direction.

Bradley Road is also classified as a Secondary Arterial roadway. Proposed are 2 road sections; a 108'-114' ROW at the intersections that includes a left turn lane and a 96'-104' ROW that eliminates the turn lane. Both road sections include two travel lanes in each direction and a meandering sidewalk in a landscaped parkway.

**Collector Roads**

The collector roads "A" Street and Shepherd Drive are characterized by 56-foot right-of-ways, 10' foot public utility and tree planting easements on both sides of the street 2 travel lanes and parkways. The Enos Ranchos project will benefit the community by widening College Avenue between Betteravia and Battles (as shown on Figure III-8). Shepherd Drive will extend from Battles to 'A' Street.

**Pedestrian Circulation**

All roadways will be constructed with Multi-Purpose Trails or sidewalks on both sides as shown on the street sections. The purpose is to promote non-vehicular transportation modes as alternate commuting choices. The pedestrian paths will serve to link residential and commercial uses with open space amenities.

**Bicycle Circulation (Figure III-9)**

A Multi-Purpose Trail II is located on both sides of College Drive and the realigned Bradley Road. Class II bike lanes are located on both sides of 'A' Street and Shepherd Drive, thereby linking all areas of the community from north to south. A Multi-Purpose Trail II consists of an 8-foot wide meandering sidewalk and a 6 foot wide Class II bike lane. A Class II bike lane is 8 feet wide and paved.

The open space trail will include an 8-foot wide MPT-I. It will extend along the natural drainage channel. This section of trail provides an important non-vehicular route that will link the project's east-side residents with the west-side parks, public facilities and commercial services.

Table III-1 provides a list of the designated street facilities that will directly serve the Specific Plan project area. All other streets are designated local streets per the City of Santa Maria General Plan – Circulation Element. Street cross-sections shall conform to City of Santa Maria Department of Public Works approved standards.

**Table III-1. Street Facilities List**

<b>Facility Classification</b>	<b>Street Name</b>	<b>Street ROW</b>
Primary Arterial	Betteravia Road	124 Feet
Secondary Arterial	College Drive, Bradley Road, Battles Road	96-124 Feet
Collector	“A” Street, Shepherd Drive Extension	56 Feet

**Funding - Traffic Mitigation Fee Program:** The City has adopted a Traffic Mitigation Fee Program. There are several off-site intersections and roadways impacted by this project which will require improvement. This program shall apply to new development within the planning area and to off-site roadway and circulation systems impacted by this project.

Figure III-1. Sanitary Sewer Service Facility Diagram

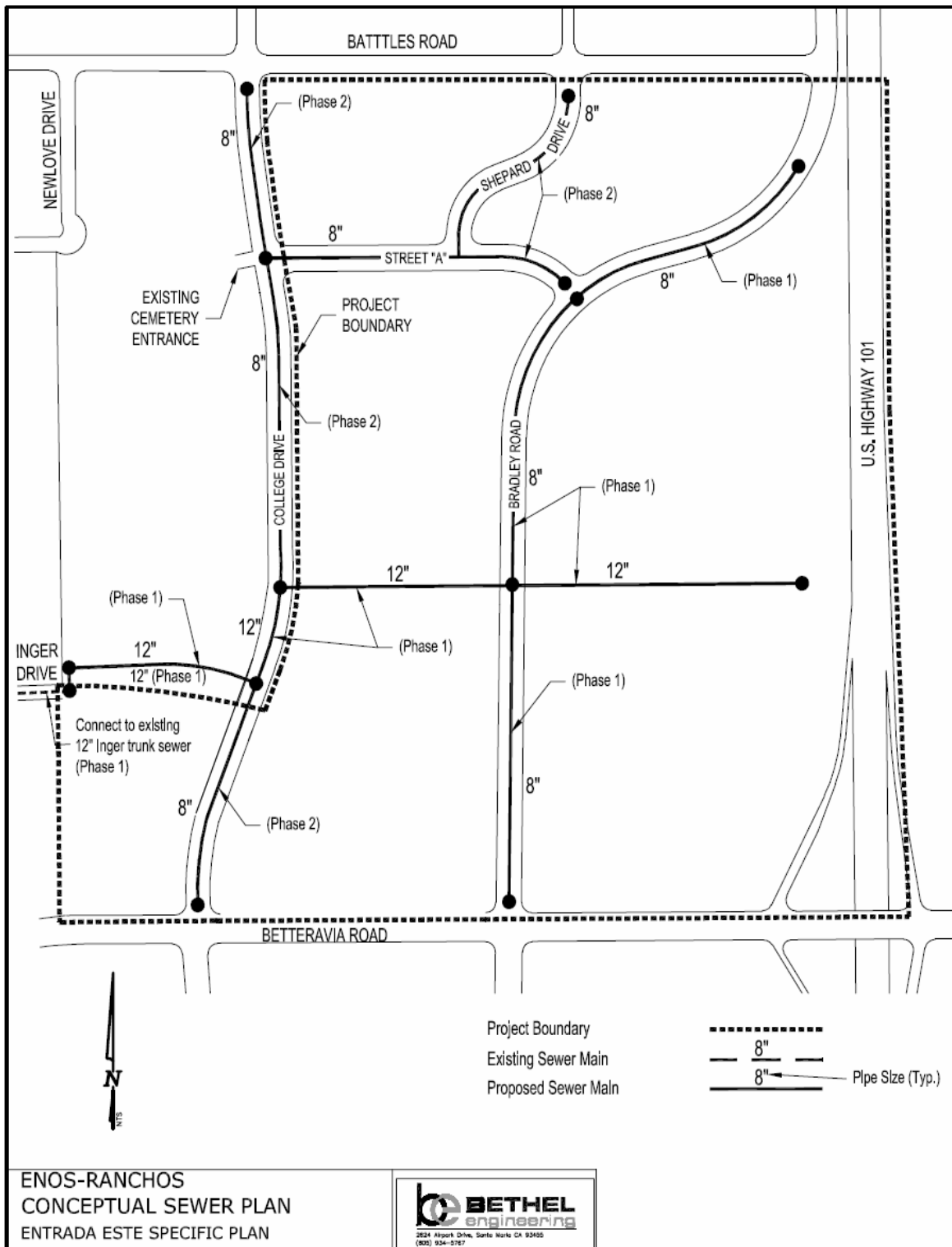


Figure III-2. Stormwater Drainage Facilities Diagram

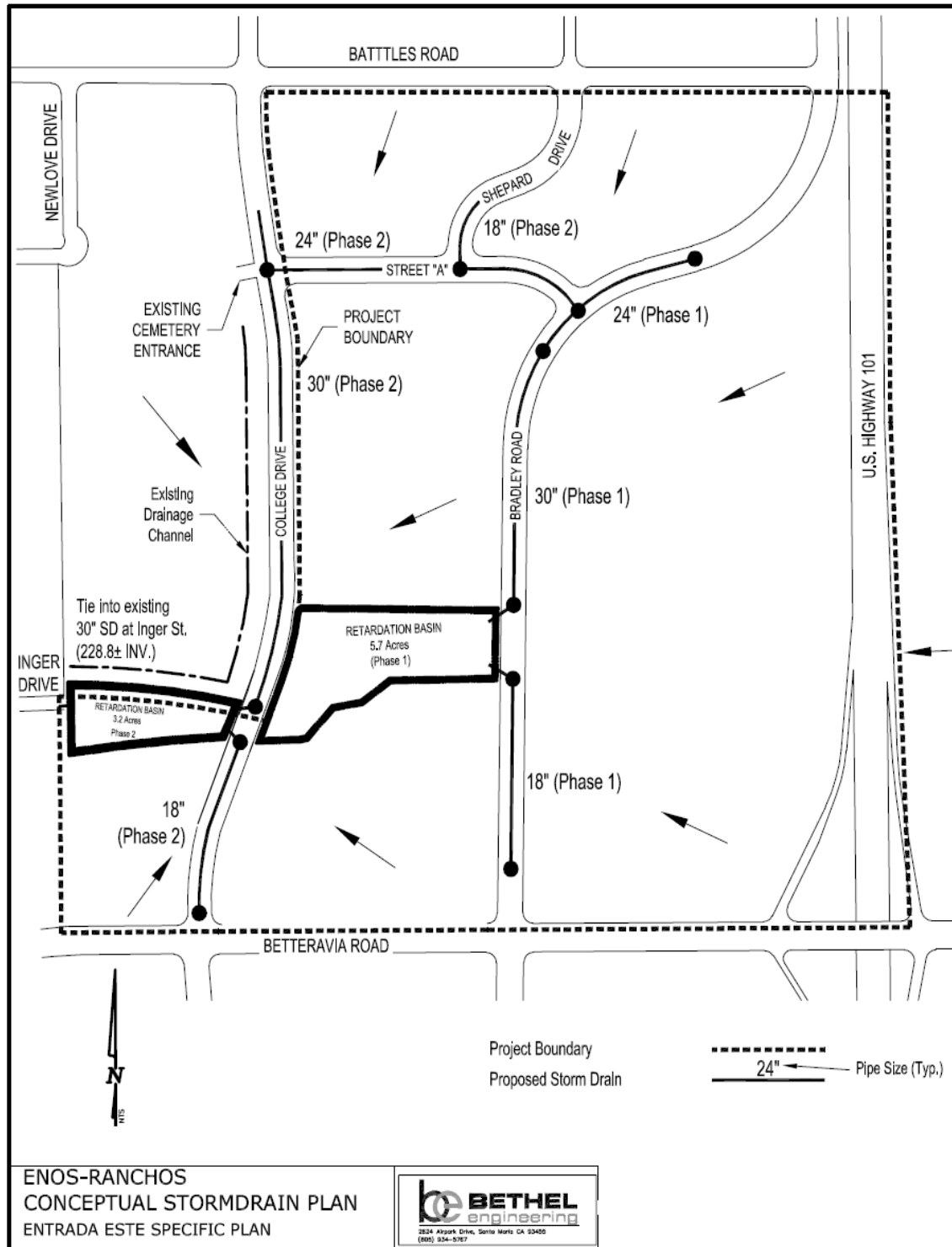


Figure III-3. Water Facilities Diagram

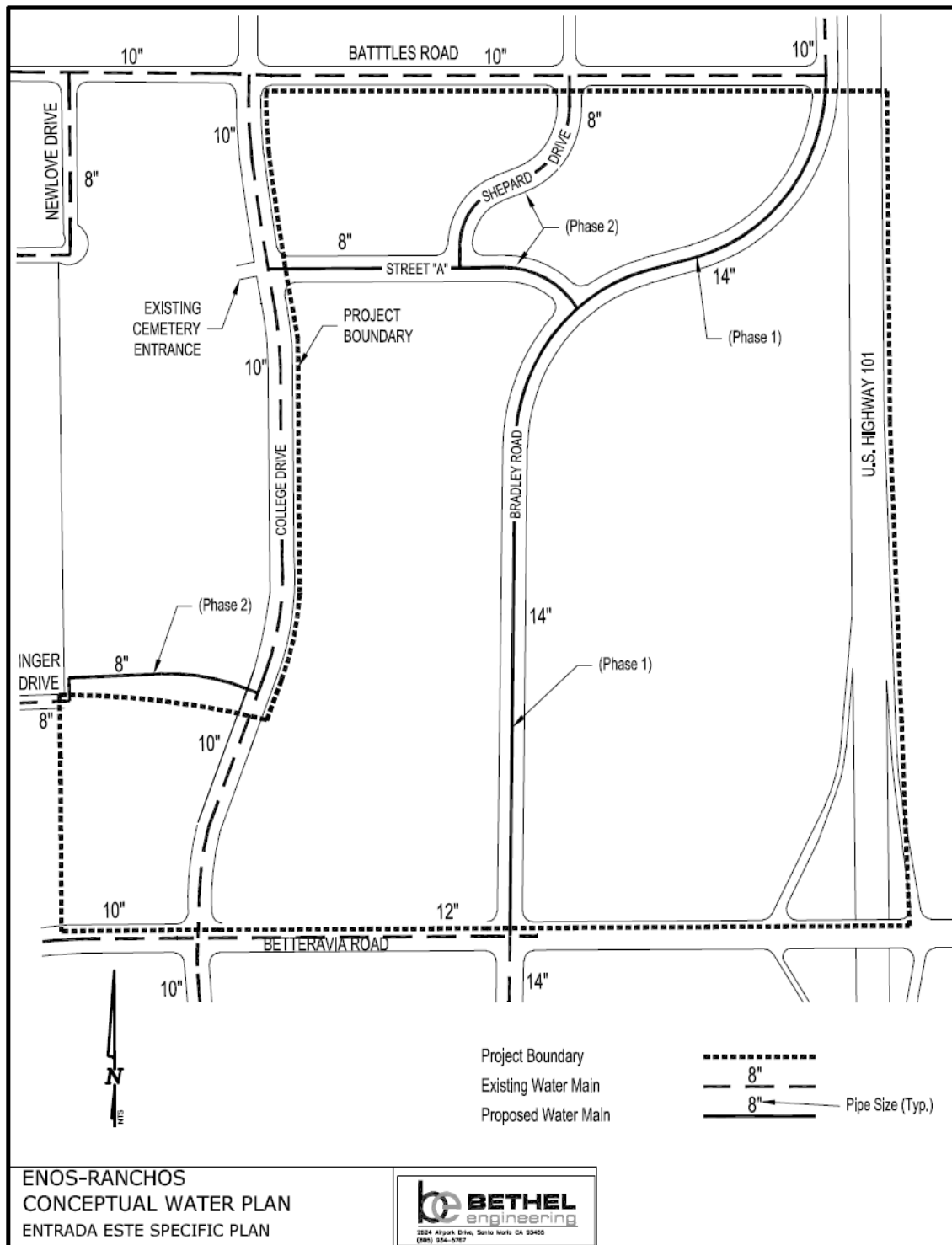


Figure III-4. Conceptual Electric Diagram

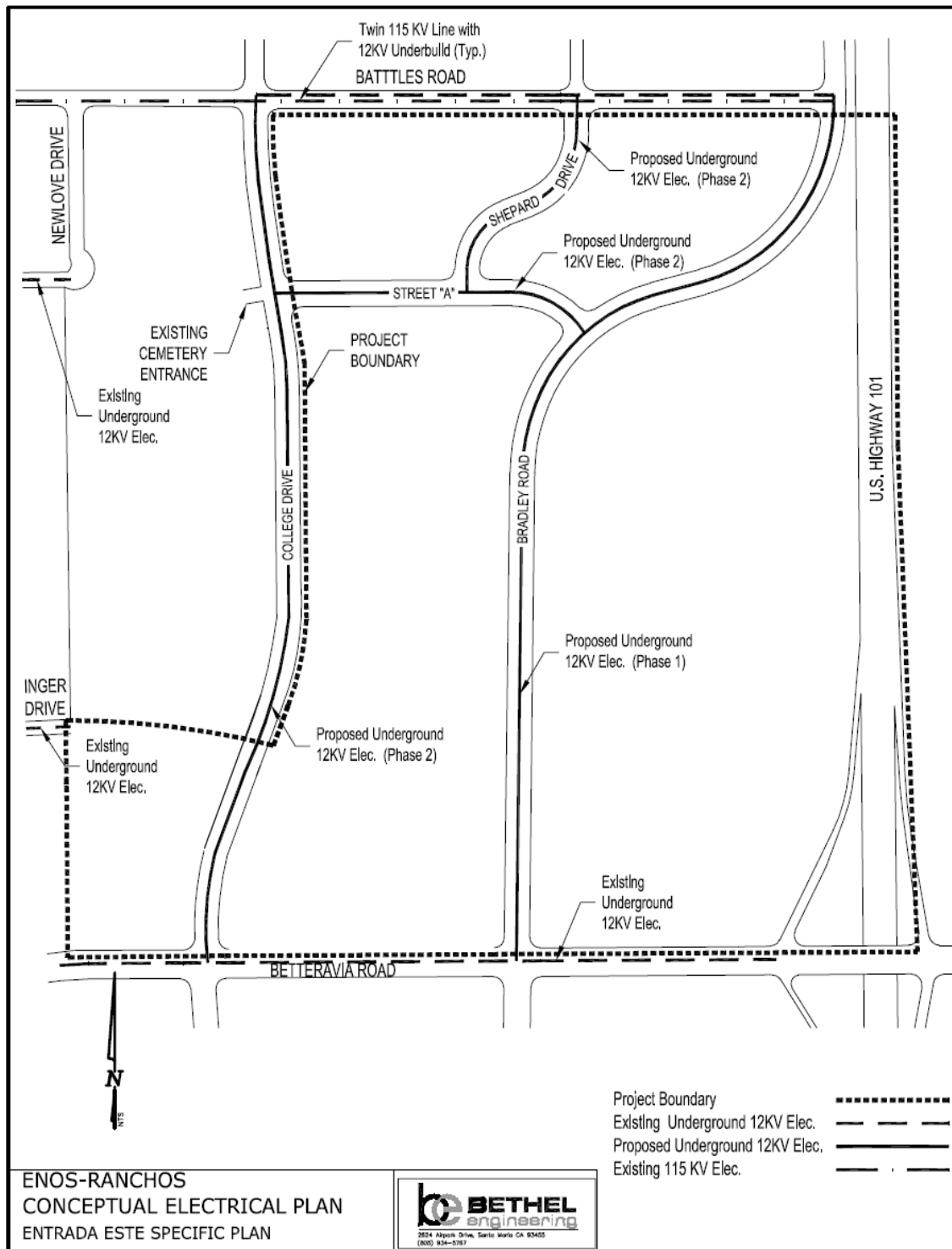


Figure III-5. Conceptual Gas Diagram

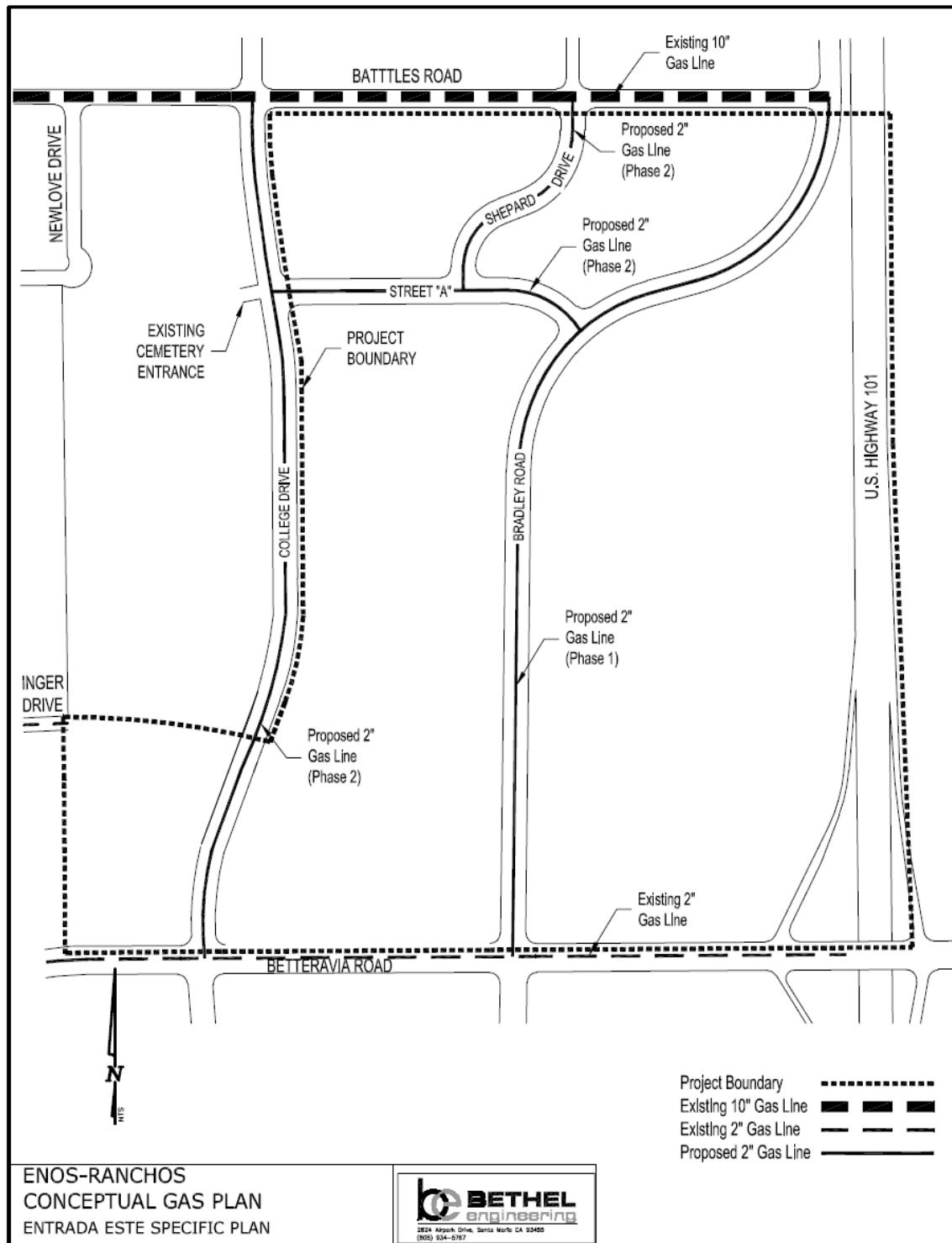


Figure III-6. Conceptual Telephone Diagram

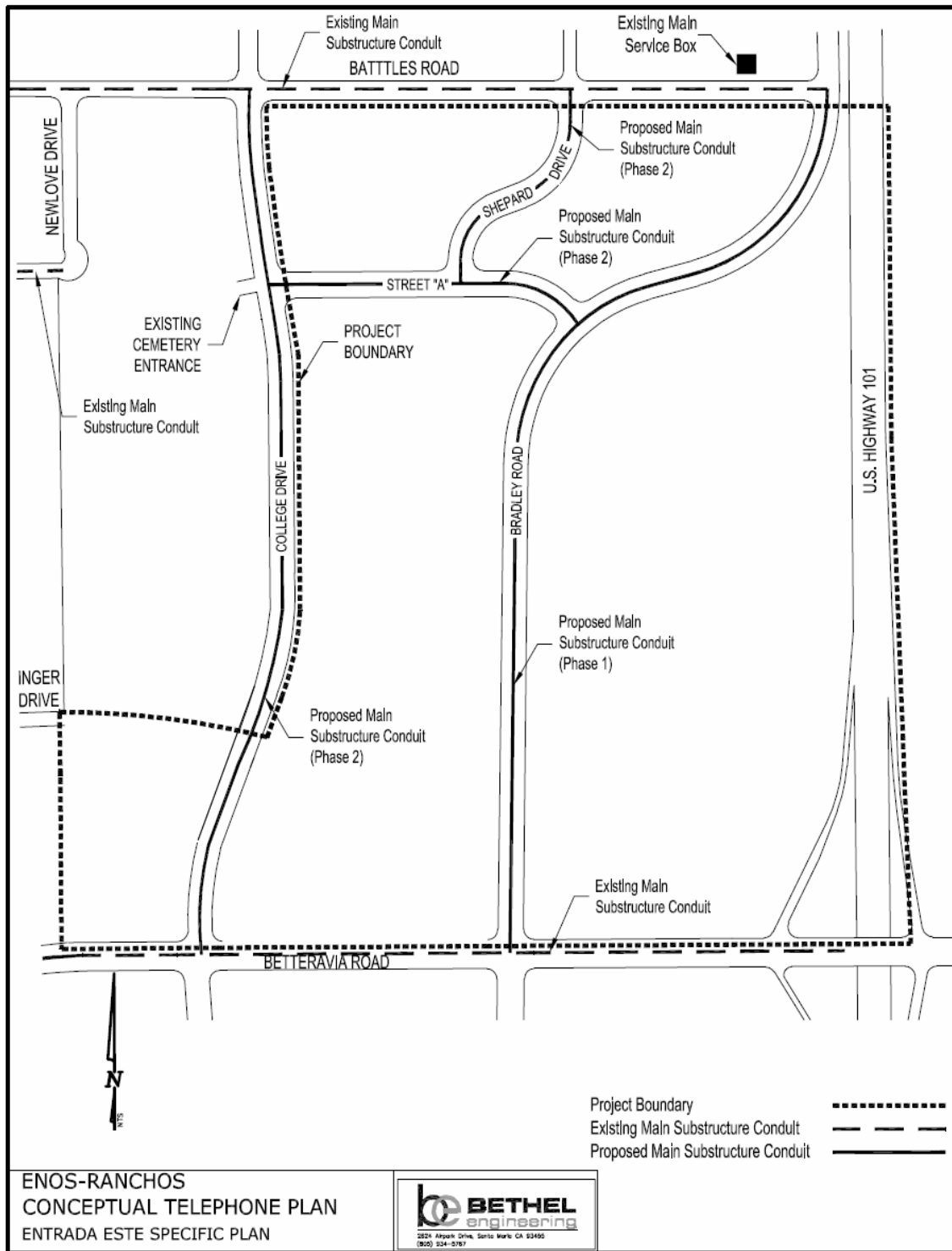


Figure III-7. Conceptual Cable Diagram

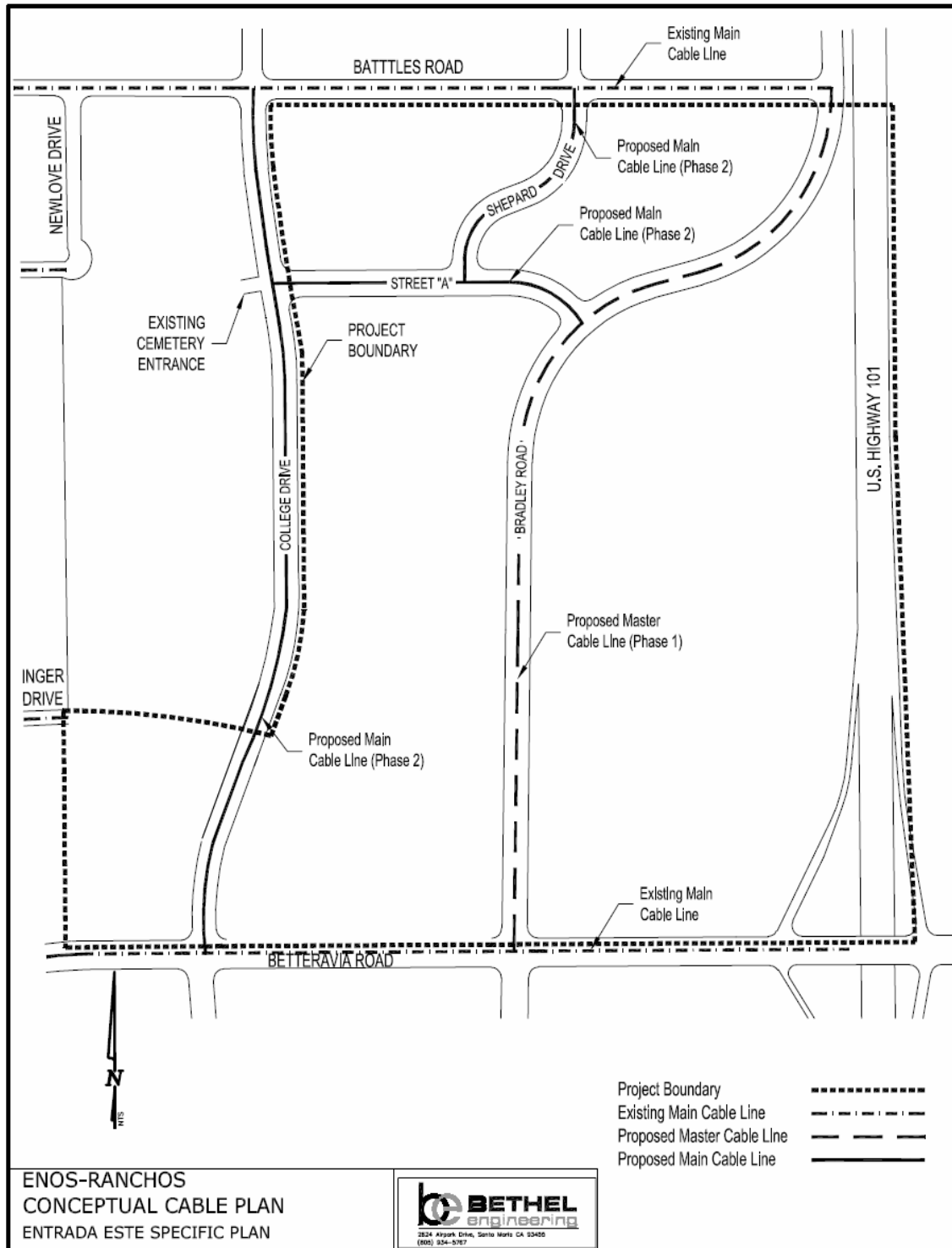


Figure III-8. Vehicular Circulation Diagram

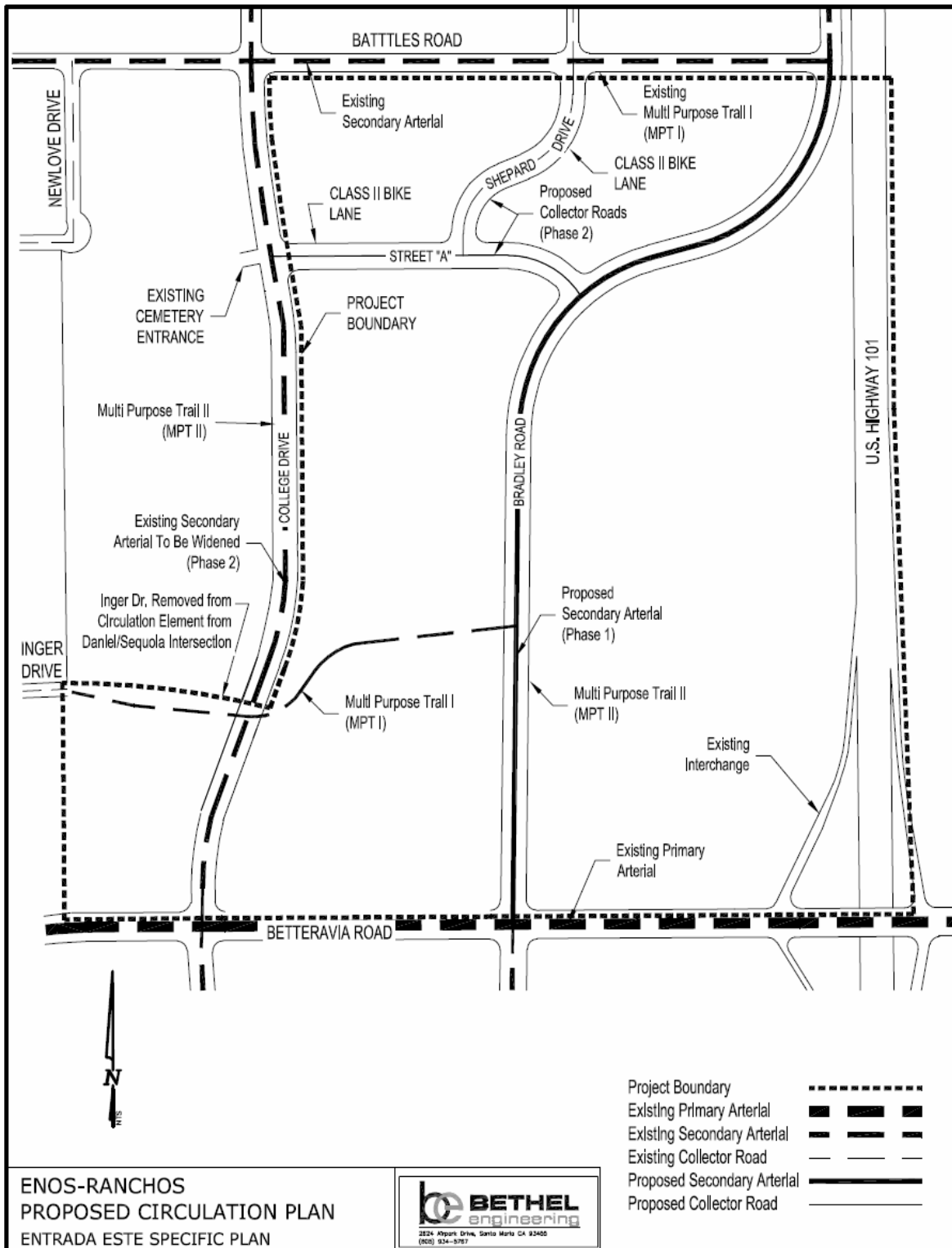
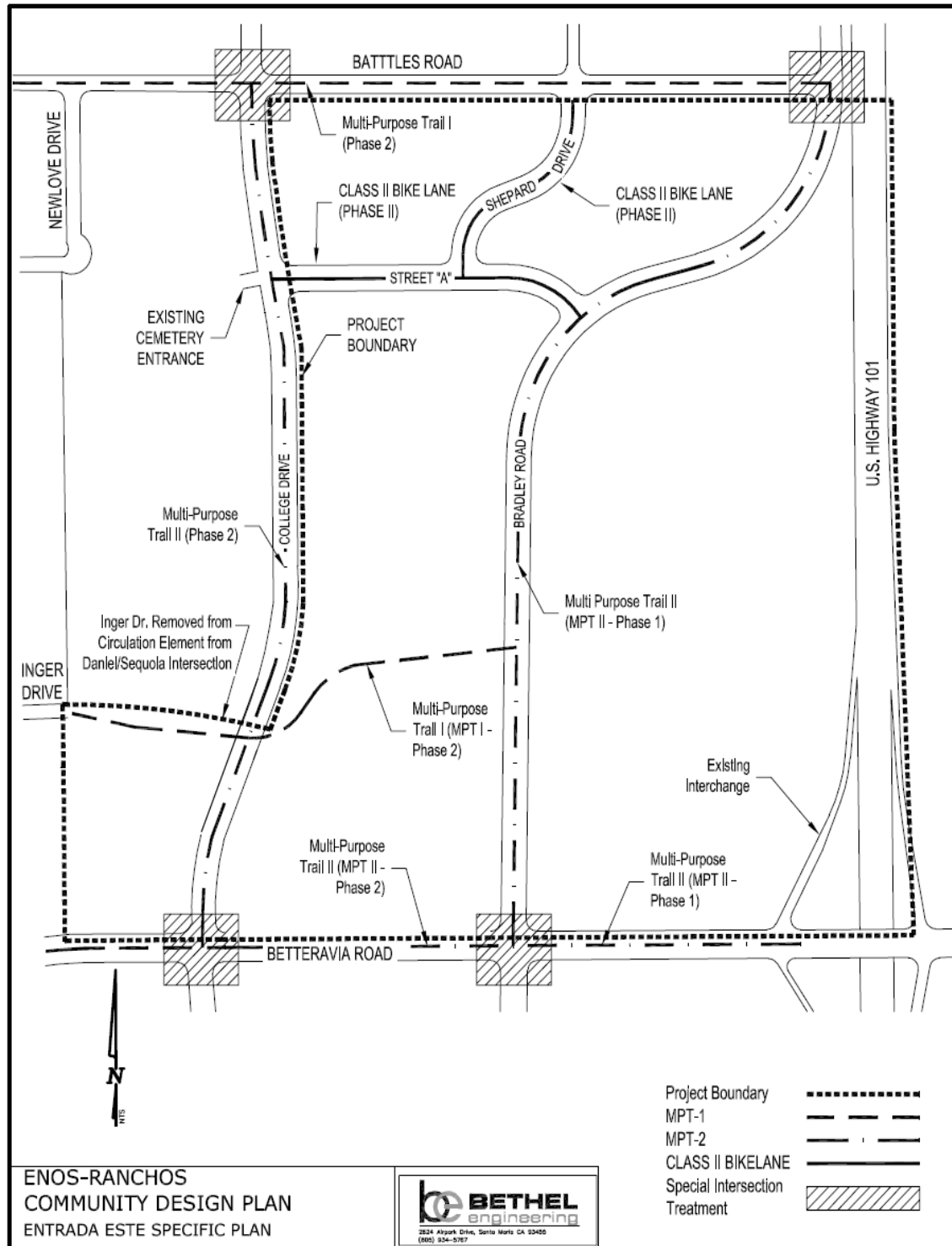


Figure III-9. Community Design Diagram



**CHAPTER IV.  
STANDARDS AND CRITERIA  
FOR DEVELOPMENT**

**A. OVERVIEW**

The official City Code of the City of Santa Maria shall guide all development within the Enos-Ranchos Specific Plan project area. Specific exceptions from individual sections of the City Code are presented in this Specific Plan document; otherwise all relevant standards presented in the City Code, particularly including Title 12 - Zoning, apply to this project.

**B. DEVELOPMENT STANDARDS****1. RESIDENTIAL LAND USES**

The Residential Land Use designation LDR proposes a maximum land use intensity of 5 dwelling units per acre over the specific plan project area. This land use intensity is consistent with the “Low Density Residential” land use designation of the City of Santa Maria’s General Plan. Chapter 6 of Title 12 (R-1 Zone) of the City Code shall guide all development in the “Low Density Residential” land use designation of the Enos-Ranchos Specific Plan.

The Residential Land Use designation MDR proposes a maximum land use intensity of 12 dwelling units per acre over the specific plan project area. This land use intensity is consistent with the “Medium Density Residential” land use designation of the City of Santa Maria’s General Plan.

**2. COMMUNITY COMMERCIAL LAND USES**

In addition to Section 3.3 of the Entrada Este Specific Plan, the Special General Commercial (C-2) Design Guidelines below shall guide development in the “Community Commercial” land use designation of the Enos-Ranchos Specific Plan.

**3. SPECIAL GENERAL COMMERCIAL (C-2) DESIGN GUIDELINES**

- (1) The project will incorporate an Early California Mission Style of architecture. The design will utilize plaster, masonry and tilt-up concrete wall patterns with architectural detailing including wall recesses and projections to emphasize the overall theme and break up long, level parapet walls.
- (2) Blended terra cotta style roof colors will be used as accent details at major entry areas for all buildings. Architectural theme towers will be encouraged to soften the larger building elevations where applicable.
- (3) Wood and plaster trellis detailing will be used for shaded walkway canopies and act as connector forms between large wall sections. Pre-cast concrete columns will also be introduced as contrasting forms with plaster details .
- (4) Colors will range from off-white, mission white and contrasting trim and accent colors in the green, tan and rust palette. Additionally, decorative glazed tile detailing will be incorporated as accent forms.

- (5) Plaster cornice details at roof parapets will enhance the finish detailing, create an attractive shadowline, and screen mechanical roof equipment. Wall space will be available to accept tenant identification signs and logos in the most visible locations per the project sign criteria.
- (6) Storefront design will encourage anodized aluminum framing with a contrasting variety of colors. Larger storefront window glazing will be slightly tinted as required by Title 24 energy allowances, yet be clear enough not to distort the visual effect of tenant merchandising.
- (7) Site plans shall include pedestrian amenities in project design, including benches, well-defined walkways and pedestrian connections to greenbelts and adjacent residential areas. Pedestrian areas should be easily identifiable to shoppers through landscaping and pavement treatment, and should emphasize public safety through high visibility. Internal pedestrian walkways shall include weather protection features such as awnings or arcades within 30 feet of all customer entrances. All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Details would be determined during the Planned Development permit review process.
- (8) Loading dock areas will be screened, roofed and enclosed when at all possible. Secondary screen and sound walls will be utilized to reduce noise and visual clutter (also see landscape standards).
- (9) To reduce noise impacts, storefronts and entrances shall be oriented away from the freeway. To the extent possible, buildings along the freeway should be massed to form a continuous barrier that blocks noise from affecting the rest of the site. No windows shall be located on the side of buildings immediately adjacent to the freeway.
- (10) Facades greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3 percent of the length of the facade, and extending at least 20 percent of the length of the facade. These projections can either be the building, an arbor/trellis, or a combination thereof. No uninterrupted length of any facade shall exceed 100 horizontal feet. Details would be determined during the Planned Development permit review process. This standard applies to the sides and rear of buildings and not the main entrances. The main entrance side of the building will, however, be required to have landscaping, awnings/arcades, or trellis/arbors incorporated into the building design.
- (11) To promote better pedestrian access, all buildings that abut a public street shall have an entrance onto the street or shall provide a continuous sidewalk from the

sidewalk on the street to the main entrance of the building. Details would be determined during the Planned Development permit review process.

- (13) For projects over 50,000 square feet in size, a plaza, paseo, or square shall be incorporated into the project design to allow for entertainment and special events.
- (14) If feasible, project design should include appropriate recreational amenities for employees. Such measures could include bicycle lockers and showers, and outdoor grassy areas adjacent to the workplace that include benches and tables for use during breaks and lunchtime.
- (15) Overall project landscape coverage will be at least 15 percent of the site area plus an additional 5 percent of special pavement treatment.
- (16) Parking Lot:
  - A mixture of evergreen and deciduous species to be used.
  - End island shrubs and lawn to be included.
  - Ground cover to be used as accent color in smaller tree wells and vertical landscaping (vines) to be used along building and screen walls.
- (17) Entry Design:
  - Theme tree, shrub design and annual flowers at prime entry portals to commercial projects.
  - Low wall treatment with project identification signage integrated into overall landscape design.
- (18) Pedestrian Walkways:
  - Bollard accent lights to be required.
  - Accent lights will be required at actual entry areas.
  - Decorative “theme” pole lights will be used along entry drives, and will incorporate the Early California Mission Style.
- (19) Building Lights:
  - Architectural lighting to be incorporated into roof plans to accent theme towers and roof treatment.
  - All lighting fixtures in front of commercial buildings shall be designed to contain glare on site. The lighting poles shall be hooded, shielded, and located to direct light downward and prevent glare on adjacent residential lots.
- (20) Architectural features may extend up to 70 feet upon discretion of the planning commission.

**C. NATURAL RESOURCES STANDARDS**

The Betteravia Escarpment has been designated as an area of steep slopes. Grading of the escarpment for this roadway, as well as commercial components of the development, would be designed to minimize cutting and potential slope failure. In addition, grading would integrate best available construction practices, such as avoiding high cut and fill slopes.

**CHAPTER V.  
IMPLEMENTATION AND FINANCING  
PROGRAM**

**A. REGULATIONS AND PROGRAMS****1. PLANNED DEVELOPMENT PERMIT**

The Planned Development (PD) permit in combination with a tentative tract map may specify conditions relating to the location, height and bulk of buildings and other improvements; buildable area and open spaces around buildings; traffic control within the planning area; arrangement, design and dimensions of streets, alleys, pedestrian ways and parking and loading areas; screening of uses from visibility from adjacent areas or public ways, by fencing or landscaping; and such other matters as in the determination of the Planning Commission.

The Planned Development (PD) permit application can be filed and approved before final map recordation, and can be processed concurrently with the tentative tract map. Following receipt of project approval and final map recordation, the City would act on planned development permits designed in conformance with the approved Enos-Ranchos General Plan Amendment/Annexation conditions of approval. Site amenities would be part of the applicant's specific development plans, which would also be designed in conformance with the approved project conditions of approval. Residential and commercial development and associated infrastructure would be implemented in accordance with City standards. Planning Commission approval is required for PD approval.

**2. SPECIFIC PLAN OBJECTIVES, POLICIES, AND PROGRAMS****a. Circulation Objectives, Policies, and Programs**

*Objective: Provide a comprehensive transportation system of facilities and services to meet the public need for the movement of people and goods that is consistent with the social, economic and environmental goals and policies of the region.*

**Policy C.1** - It is the policy of the City of Santa Maria to provide a comprehensive transportation system of facilities and services to meet the public need for the movement of people and goods.

*Objective: Provide a network and a variety of transportation systems to service the needs of residents.*

**Policy C.2** - It is the policy of the City of Santa Maria to provide for safe, fast and efficient movement of people and goods within Santa Maria and between the City and other parts of the region by an integrated system of streets, freeways, public transit and other transportation facilities.

- **Program**

- The Specific Plan circulation system was developed in cooperation with City's Public Works Department. It was specifically designed to accommodate all new residential development and to maintain through traffic conditions on Betteravia Road. The full system includes principal arterials, secondary arterials and collector roadways, sidewalks and a non-vehicular trail system. Specific features include the completion of College and Bradley Roads through the site.

***Objective:** Provide for adequate circulation through and within the community while protecting the residential neighborhoods.*

**Policy C.3.a** - Maximize traffic capacity of arterial streets while maintaining adequate parking and safe access to adjacent residential and commercial uses.

**Policy C.3.b** - Restrain truck and other business travel to tolerable levels on residential streets.

- **Program**

- The Specific Plan's circulation plan is a well developed system of principal arterials (Betteravia Road), secondary arterials (College Avenue and Bradley Road ) and collector roads ( "A" Street and Shepherd Drive) The technical designs for each of these road types provide adequate traffic flow through the project and sufficient protection from through traffic for the residential neighborhoods. Multi-Purpose Trails and Class II bike lanes shall be integrated into this program.

**b. Infrastructure Objectives, Policies, and Programs**

***Objective:** To design an integrated set of infrastructure concept plans to provide adequate drainage, sewer, water and utility services commensurate with the land uses proposed in the Enos Ranchos Specific Plan.*

**Policy INF 1** - Design a concept plan to provide water service for municipal, commercial uses and fire protection.

- **Programs**

- **INF 1.1** - Provide water services in accordance with the improvement of the Specific Plan subject to modification by detailed engineering studies at the time of development. Final improvements to be approved by the City Engineer.

- **INF 1.2** - Require ultra low-flow toilets in all bathrooms built in conjunction with future development in the planning area.
- **INF 1.3** - Implement water-conserving landscape design standards.

**Policy INF 2** - Design a conceptual plan for an adequate sewer system to serve the proposed municipal and commercial uses.

- **Programs**

- **INF 2.1** - Provide sewer services in accordance with the improvements depicted in Figure III-1 of the Specific Plan subject to modification by detailed engineering studies at the time of development. Final improvements to be approved by the City Engineer.

**Policy INF 3** - Design a conceptual plan for an adequate storm drainage system to serve the proposed municipal and commercial uses and protects downstream areas of the City which rely on this drainage system.

- **Programs**

- **INF 3.1** - Provide storm drainage facilities in accordance with the improvements depicted in Figure III-3 and of the Specific Plan subject to modification by detailed engineering studies at the time of development. Final improvements to be approved by the City Engineer.

**c. Land Use Objectives, Policies and Programs**

*Objective:* Avoid residential development in areas which may be threatened by severe geologic hazards.

**Policy LU 1-** Designate areas with potential geologic hazards for open space use, as shown in the Land Use Plan.

*Objective:* Promote the development of a wide variety of housing types and designs, consistent with the City of Santa Maria

**Policy LU 2-** Provide architectural controls which define a neotraditional theme reflecting classic architectural styles.

- **Program**

- **LU 2.1-** Apply the specific development standards contained in the Enos Ranchos Specific Plan for areas zoned PD/R-1 within Area A2. Use the Planned Development Permit process to review and approve architectural design, siting, and community theme prior to final map recordation.

**Policy LU 3** - Provide for comprehensive development of the Specific Plan Area by permitting a flexible design approach for a community environment surpassing the traditional lot by lot development.

- **Program**

- **LU 3.1** - Apply development standards as codified in Chapter 12-6 and 12-7 of the Santa Maria Zoning Ordinance to portions of the lands within the residential zoned lands of the Enos Ranchos Specific Plan.

### **3. PHASING PLAN (FIGURE V-1)**

The proposed phasing of the project includes Phase 1 and Phase 2 of construction. Phase 1 would include construction of the eastern portion of the site from US Highway 101 to Bradley Road. The '8' acre property west of College Drive is also included in Phase 1. Phase 2 would include all proposed development west of the realigned Bradley Road to College Drive. Phase 1 and Phase 2 construction are both expected to last for 6 to 12 months. The applicant would apply for Planned Development Permits and subsequent building permits designed in conformance with the Enos-Ranchos final map and Planned Development conditions of approval.

### **4. ANNEXATIONS**

The approximately 113 acres of the Entrada Este Area-2 Specific Plan area would be annexed to the City of Santa Maria. The approximately 8-acre southwestern portion of the project site located west of College Drive, was previously annexed by the City of Santa Maria in 2003. Annexation of any portion of the Specific Plan project area is subject to the review and approval of the Santa Barbara Local Agency Formation Commission, in accordance with Section 56650 et. seq. of the California Government Code.

### **5. PREZONING**

The project area will be prezoned according to the zoning designations as shown on Figure II-2 Zoning Diagram.

**6. SUBDIVISIONS**

Subdivision of private property within the Specific Plan project area by the City of Santa Maria is subject to Title 11 of the City Code of the City of Santa Maria. It is anticipated that, prior to approval of any tentative map(s) a planned development permit will need to be processed concurrently.

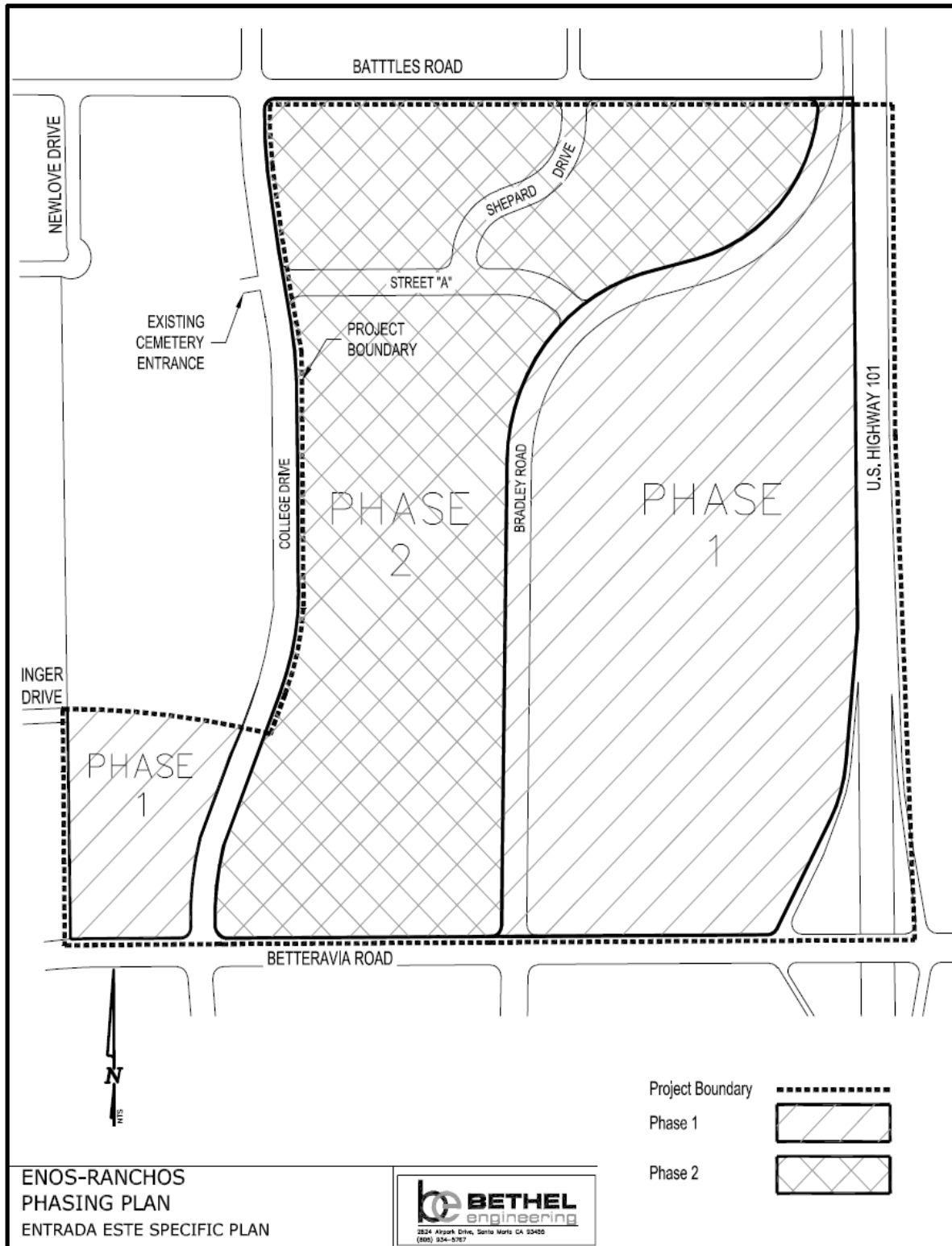
**7. PUBLIC WORKS PROJECTS**

Public Facilities may be constructed by the City and any other relevant public agencies at any time and at any location, as outlined in Chapter III of this Specific Plan and in accordance with relevant requirements of the City Code of the City of Santa Maria.

**CEQA MITIGATION MONITORING PROGRAM**

Section 21081.6 of the Public Resources Code requires adoption of a monitoring program for all mitigation measures adopted in the Environmental Impact Report for the Enos-Ranchos Specific Plan. This Section allows compliance with mitigation monitoring requirements by including mitigation measures directly into the Specific Plan as Policy Statements. Appendix A contains the Specific Plan policies resulting from Mitigation Measures adopted in the Environmental Impact Report (SCH# 2007011082) for the Enos-Ranchos Specific Plan.

Figure V-1. Phasing Plan Diagram



**FINANCING AND FUNDING METHODS**

A long range financing strategy for the Specific Plan project area is provided as part of this Specific Plan, both in accordance with State Government Code Requirements and with the City Code of the City of Santa Maria.

A basic concept of the Specific Plan Financing Strategy is that infrastructure improvements are to be constructed in conjunction with individual project development. These infrastructure improvements shall be sized according to identified future land uses, as determined by the City of Santa Maria General Plan and Chapter III of the Enos-Ranchos Specific Plan.

**1. Maintenance Annuity Fund (MAF)**

A Maintenance Annuity Fund (MAF) may be established in addition to other financing mechanisms. The MAF could be a continuous funding mechanism to offset the proportional costs of the impact of development on community facilities and services, all of which are a benefit to the development of the Specific Plan.

The establishment of the MAF is consistent with the following requirements of the City's General Plan:

- a. To require, as appropriate, as a condition of annexation, agreements relating to City utilities and public service extensions;
- b. Implement developer fees, improvement districts, and environmental mitigation measures as conditions to those lands being annexed to "buy in" to and allow expansion of both infrastructure and community facilities;
- c. To achieve a balance between increased development and the maintenance, management, and/or preservation of local resources; and
- d. Whenever possible, development should be planned as to minimize the costs of providing additional community services.

The specific amounts and method of implementing the MAF may be either by development agreement, a condition of approval on a land-use entitlement, or as may be agreed upon between the City and the developer. The MAF growth mitigation fee shall be established prior to the approval of a tentative tract map.

**2. Growth Impact Mitigation Fee Program**

On-site improvements will be financed directly by the developer. City costs and the use of off-site facilities are paid by the developer through development fees charged by the City. Once the City accepts the area's infrastructural facilities as public, maintenance costs are assumed by the City and financed from Water Department billings.

# **APPENDIX A**

## **PROJECT MITIGATION MEASURES**

# ENOS RANCHOS FEIR MITIGATION MEASURES

## MASTER MAP AND/OR TENTATIVE TRACT MAP

## MASTER GRADING PLAN AND PUBLIC IMPROVEMENT PLANS

**Mitigation AES-2.4** The Master Map (Tentative Tract Map) and/or related planned development permit(s) shall include as a condition of approval, and bond for landscaping through the building permit(s):

- a. Screen trees shall be planted along parcel boundaries visible from College Drive, Betteravia Road, Battles Road, and Bradley Road at such spacing and height to provide screening of proposed structures and sound walls, while maintaining proportionality and scale with adjacent structural heights. Screen tree species shall generally achieve a height of 25 feet at maturity.
- b. Perimeter site plantings including accent trees and ornamental shrubs shall be spaced and/or clustered to feasibly screen views of buildings from the right-of way. The perimeter site planting species shall be compatible with city street trees in the vicinity.

**Mitigation BIO-1** The Master Map and related grading plans and planned development permit(s) shall indicate as a condition of approval:

- a. Tree removal within the entire project footprint shall be scheduled to occur outside the breeding season for raptors (February 1 through August 15). If tree removal occurs within February 1<sup>st</sup> thru August 15<sup>th</sup>, then a raptor survey shall be required. The survey shall be of trees proposed to be removed during this time and shall be conducted no more than five days prior to any construction activities to ensure that raptors are not nesting within 500 feet of project site.
- b. If raptors are nesting in trees, construction activities within 500 feet of nest tree shall be postponed until nesting has been completed.
- c. The proposed project landscape plan shall include native tree species such as coast live oak, valley oak, sycamore, etc. at a ratio of 3:1 for every eucalyptus tree removed.
- d. The replacement trees shall be planted in clusters to mitigate for the removal of the eucalyptus wind row and loss of potential raptor nesting areas.

**Mitigation BIO-3** The Master Map and related grading plans and planned development permit(s) shall indicate as a condition of approval:

- a. A reconnaissance level, pre-construction survey for California red-legged frogs shall be conducted of the irrigation reservoir within 30 days of initial disturbance of the reservoir by a qualified biologist if required by USFWS.
- b. The applicant shall comply with all relevant requirements of the federal Endangered Species Act, including, if needed, obtaining an Incidental Take

permit to mitigate the “take” (as determined by the USFWS) of California red-legged frogs.

- c. All necessary mitigation activities shall occur within the framework of the ESA (Section 7 or Section 10), or other permit or instruction coming from the USFWS or CDFG pursuant to federal or State endangered species legislation.

**Mitigation HYDRO/WQ-1** Master Map, tentative map(s), grading plan and planned development permit submitted to implement this Specific Plan shall include the following requirements:

- a. Consistent with City Public Works Department Engineering Division design standards, a retardation basin shall be constructed on site to provide adequate retardation for off-site storm runoff to less than or equal to 0.07 cfs per acre, for a 25-year storm event, for both residential and commercial development. Compliance with this requirement shall correspondingly fulfill the minimum volume requirements for retardation basins, established by City Public Works Department Engineering Division and Santa Barbara County Flood Control District.
- b. As feasible, the retardation basin shall be incorporated in common open space project areas. The retardation basin shall incorporate relevant design criteria to ensure appropriate vector prevention. The basin bottom design shall allow for removal of any residual standing water by gravity or by pumping, avoiding the potential for runoff ponding.

**Mitigation HYDRO/WQ-3** Each appropriate tentative map(s), grading plan and planned development permit submitted to implement this Specific Plan shall include the following requirements:

- a. The applicant shall submit proof of the Notice of Intent to obtain coverage under the Construction General Permit of the NPDES, issued by the California State Water Resources Control Board.
- b. The SWPPP/Erosion and Sediment Control Plan BMPs shall include but not be limited to the following:
  - The use of temporary sediment basins, gravel bags, silt fences, geo-bags or gravel and geotextile fabric berms, erosion control blankets, coir rolls, jute net, and straw bales.
  - Grading shall not occur during the wet season (November 1-April 15) unless erosion control devices acceptable to Public Works Department Engineering Division are implemented.
  - Nonpaved areas shall be revegetated or restored (i.e., geotextile binding fabrics) immediately after grading, to minimize erosion and to reestablish soil structure and fertility. Revegetation shall include drought-resistant, fast-growing, vegetation that would quickly stabilize exposed ground surfaces.
  - Runoff shall not be directed across exposed slopes. All surface runoff shall be conveyed in accordance with the approved site drainage plans.

- Energy dissipaters shall be installed at the end of drain pipe outlets to minimize erosion during storm events.
- Drainage channel inlets shall be protected from sediment-laden waters by use of inlet protection devices such as gravel bag barriers, filter fabric fences, block and gravel filters, and excavated inlet sediment traps.
- Sediment control measures shall be maintained for the duration of the grading period and until graded areas have been stabilized by structures, long-term erosion control measures, or landscaping.
- Stabilized project site construction entrances shall be installed to prevent sediment from being tracked off of the construction site. Stabilizing measures shall include but not be limited to the use of gravel pads, steel rumble plates, temporary paving, etc. Any sediment or other materials tracked off-site shall be removed the same day as they are deposited, without the use of water washing.
- During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Areas designated for washing functions shall be at least 100 feet from any storm drain, waterbody, or sensitive biological resources. The location(s) of the washout area(s) shall be clearly noted at the construction site with signs.
- Concrete, asphalt, and seal coat shall be applied during dry weather to prevent storm water contamination during roadwork or pavement construction. Storm drains and manholes within the construction area shall be covered when paving or applying seal coat, slurry, fog seal, etc.
- Construction materials and waste such as paint, mortar, concrete slurry, fuels, etc. shall be stored, handled, and disposed of in a manner that minimizes the potential for storm water contamination.
- Dewatering measures shall be implemented to prevent the discharge of sediment-laden water through pre-filtering, treatment, and/or hauling off-site.

**Mitigation HYDRO/WQ-4.1** Each appropriate tentative map(s), grading plan and planned development permit submitted to implement this Specific Plan shall include the following requirements:

- a. The applicant shall prepare a Storm Water Quality Mitigation Plan (SWQMP) to identify how the project would minimize storm water runoff pollutant transmission into the Santa Maria River during project occupation to the maximum extent feasible.
- b. The SWQMP shall include the following elements: identification of potential pollution sources that may affect the quality of storm water discharges; the proposed design and placement of structural and non-structural BMPs to address identified pollutants; a proposed inspection and maintenance program; and a method for ensuring maintenance of all BMPs over the life of the project.

- c. The SWQMP shall also include the following project-specific BMPs.
- The proposed retardation basin shall be unpaved and completely planted with grasses and/or turf to serve as an oil/water separator and sediment trap.
  - City of Santa Maria Standard Conditions for Project Plan Approval–Water Quality BMPs shall be implemented. Detention or filtration of storm water runoff generated by the design storm shall be required as approved by Public Works Department Engineering Division staff.

**Mitigation REC-2** The Master Map and related tentative map(s), grading plan and planned development permit submitted to implement this Specific Plan shall include the following requirements:

- a. The applicant shall provide at least 5.87 acres of prime parkland onsite.
- b. The applicant shall identify the type and location of passive recreational facilities, and identify how these shall articulate with Inger Drive access to the west.

**Mitigation HAZ-3.1** Indicate on the Master Map and related grading plans, include in the planned development permit(s) as a condition of approval, and compliance through the building permit(s):

- a. A Phase I environmental site assessment shall be completed for the site, to determine historical land uses and associated potential for prior spills of petroleum products and hazardous substances. The assessment shall include potential fuel tanks and pesticide storage areas.
- b. In the event that research indicates that spills may have occurred, a Phase II environmental site assessment shall be completed in those areas to delineate and characterize any subsurface contamination, which shall then be remediated.
- c. Contaminated soil excavated from the site shall be temporarily stockpiled, pending characterization for off-site disposal at a disposal facility designed to accept such waste.

**Mitigation HAZ-3.2** Show on grading plans as a note, and include in the planned development permit(s) as a condition of approval:

A qualified environmental engineer shall be present during excavation of known and suspected areas of soil contamination, to direct proper excavation and characterization of contaminated materials. The qualified environmental engineer shall observe Project excavations for potential signs of contaminated soil, such as discoloration, unusual odors, and/or positive readings with a portable photo ionization detector (PID) or organic vapor analyzer (OVA). The qualified environmental engineer shall be 40-hour OSHA trained with respect to handling of hazardous substances.

**Mitigation HAZ-5.1** Show on grading plans as a note, include in the planned development permit(s) as a condition of approval, and compliance through the building permit(s):

All onsite oil and natural gas-related wells shall be abandoned pursuant to current abandonment/re-abandonment requirements, in accordance with DOGGR Construction Project Site Review and Well Abandonment Procedures, as well as site-specific instructions from the DOGGR.

**Mitigation NOISE-1** Upon the initiation of site grading the following condition of approval shall apply

- a. Stationary construction equipment that generates noise that exceeds 60 dBA at the western project boundaries west of College Drive shall be shielded with the most modern and effective noise control devices (i.e., mufflers, lagging, and/or motor enclosures to City's satisfaction), and shall be located at a minimum of 200 feet from noise sensitive receptors.
- b. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. In general, quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- c. All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, is generated.
- d. Prior to the issuance of a grading or building permit, a "noise disturbance coordinator" shall be designated by the developer. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures such that the complaint is resolved.
- e. Notices shall be sent to sensitive receptor (residential) addresses within 300 feet of the construction site at least 48 hours in advance of the commencement of any construction activity. The notice shall list the telephone number for the disturbance coordinator so that community concerns can be communicated and resolved.
- f. Stockpiling, dirt hauling routes, and vehicle staging areas located on the west side of College Drive shall be placed as far as practical from sensitive noise receptors. Every effort shall be made to create the greatest distance between noise sources and sensitive receptors during construction activities.
- g. All construction activities capable of generating short-term vehicular and equipment noise (i.e., not painting or interior finishing work) associated with proposed commercial development shall be completed prior to occupancy of the first residential development onsite.

**Mitigation PF-2** The Master Map, tentative map(s) and planned development permit submitted shall include the requirement for a mutually agreeable, long range financing

strategy to fund and implement the project's fair-share costs of providing sufficient fire protection personnel to maintain Fire Department service ratio standards shall be identified by the project applicant and City of Santa Maria, such as formation of a Special Assessment District, payment of Developer Fees, exactions, or Mello Roos District funds.

**Mitigation PF-4** The Master Map, tentative map(s) and planned development permit submitted shall include the requirement for a mutually agreeable, long range financing strategy to fund and implement the project's fair-share costs of providing sufficient police protection personnel to maintain Police Department service ratio standards shall be identified by the project applicant and City of Santa Maria, such as formation of a Special Assessment District, payment of Developer Fees, exactions, or Mello Roos District funds.

**Mitigation TRANS-1, TRANS-3, TRANS-4** Show on planned development permit(s) as a condition of approval:

- **Betteravia Road.** The applicant shall contribute Growth Impact Mitigation Fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to widen the north side of Betteravia Road to include a third westbound lane, as well as curb, gutter, and sidewalk.
- **Betteravia Road.** The applicant shall contribute Growth Impact Mitigation Fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to realign Bradley Road north of Betteravia Road so that it connects opposite the segment of Bradley Road south of Betteravia Road, resulting in a conventional four-legged inter-section at Bradley Road/Betteravia Road. The segment of Bradley Road within the project boundaries shall be constructed as a four-lane arterial (including curb, gutter, and sidewalk).
- **Battles Road.** The applicant shall contribute Growth Impact Mitigation Fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to improve Battles Road by constructing curb and gutter, and multi-purpose trail (MPT-I) on the south side of the road.
- **College Drive.** The applicant shall contribute AB 1600 fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to widen College Drive to four-lane arterial standards along the Enos Ranchos western frontage between Battles Road and Betteravia Road.
- **Betteravia Road/Bradley Road Intersection.** The applicant shall contribute Growth Impact Mitigation Fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to modify the Betteravia Road/Bradley Road intersection by implementing the lane geometry as recommended by the Associated Transportation Engineers Traffic and Circulation Study (see FEIR Appendix E).
- **Betteravia Road/College Drive Intersection.** The applicant shall contribute Growth Impact Mitigation Fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to implement new lane geometry for the Betteravia Road/College Drive Intersection, including additional modifications to

accommodate the widening of the north side of Betteravia Road and future traffic forecasted for the Buildout + Project scenario.

- **Bradley Road/Battles Road Intersection.** A mutually agreeable, long range financing strategy to fund and implement the improvements to the Bradley Road/Battles Road intersection by implementing the lane geometry by the Associated Transportation Engineers Traffic and Circulation Study (see FEIR Appendix E) shall be identified by the project applicant and City of Santa Maria, such as formation of a Special Assessment District, payment of Developer Fees, exactions, or Mello Roos District funds.
- **Stowell Road/U.S. 101 NB Ramps intersection.** The applicant shall contribute Growth Impact Mitigation Fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to install traffic signals at the Stowell Road/U.S. 101 NB Ramps intersection.

**Mitigation TRANS-2.1** Each appropriate tentative map(s), and planned development permit(s) submitted to implement this Specific Plan shall include the following requirements:

The applicant shall contribute Growth Impact Mitigation Fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to widen the north side of Betteravia Road to include a third westbound lane, as well as curb, gutter, and sidewalk.

**Mitigation TRANS-2.2, TRANS-5.1** Each appropriate tentative map(s), and planned development permit(s) submitted to implement this Specific Plan shall include the following requirements:

The applicant shall contribute AB 1600 fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to widen Miller Street to four lanes south of Stowell Road.

**Mitigation TRANS-5.2** Each Planned Development Permit submitted to implement this Specific Plan shall include a mutually agreeable, long range financing strategy to fund and implement the restriping of the westbound approach at the Bradley Road/U.S. 101 SB Ramps intersection to provide one left-turn lane, one shared left-through lane, and one right-turn lane shall be identified by the project applicant and City of Santa Maria, such as formation of a Special Assessment District, payment of Developer Fees, exactions, or Mello Roos District funds.

**Mitigation TRANS-5.3** Each appropriate tentative map(s), and planned development permit(s) submitted to implement this Specific Plan shall include the following requirements:

The applicant shall contribute Growth Impact Mitigation Fees to mitigate the project's contribution to impacts on the City Capital Improvement Program project to widen the northbound approach at the Betteravia Road/Broadway intersection to provide a second

left-turn lane; and to widen Betteravia Road to six lanes east and west of the intersection to provide an additional through lane on the eastbound and westbound approach.

## TENTATIVE TRACT MAPS AND PLANNED DEVELOPMENT PLANS

**Mitigation AES-1** Where appropriate, the Tentative Tract Maps and/or planned development permit(s) shall indicate as a condition of approval, and compliance through the building permit(s):

- a. Residential structures bordering College Drive, Battles Road, and Bradley Road shall be limited to a maximum height of 25 feet from finished grade.
- b. Commercial structures bordering College Drive, Betteravia Road, and Bradley Road in the area zoned C-2 shall be limited to a maximum height of 35 feet from finished grade. Structures can increase in height (per the zoning ordinance) the further they are located from the curb of these major roadways subject to approval of the Planned Development permit
- c. All of the rooftop equipment on commercial structures shall be screened from roadway views.

**Mitigation AES-2.1** Show on grading plans as a note, include in the planned development permit(s) as a condition of approval, and compliance through the building permit(s):

- a. Covered trash and recycling receptacles shall be provided onsite prior to commencement of grading or construction activities to prevent construction and/or employee trash from blowing offsite.
- b. The developer shall retain a clean-up crew to ensure that trash and all excess construction debris is collected daily or more frequently, as directed by compliance monitors, and placed in provided receptacles throughout the project construction phase.

**Mitigation AES-3** The planned development permit(s) shall include as a condition of approval, and compliance through the building permit(s):

- a. Project site exterior night lighting shall be of a low intensity, low glare design, and be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels.
- b. Building wall-mounted and pedestrian walkway lighting fixtures shall be placed at heights that would be sufficiently high to promote project safety, but low enough to limit unnecessary spill-over effects.
- c. Provisions for the project site, including commercial areas, street lighting, and all common areas, shall consist of the Entrada Este Specific Plan Community Guidelines 3.3.1(b), and shall show specific lighting locations, type of lighting, height of lighting fixtures (wall-mounted and free-standing), lighting specifications, and demonstrate that lighting will not spill onto adjacent properties

and would not affect proposed residential developments north and west of the proposed commercial areas.

**Mitigation AQ-2.1** Each appropriate tentative map(s), and planned development permit(s) submitted to implement this Specific Plan shall include the following requirements, if feasible:

- a. For pedestrians, provide sidewalks, safe streets, parking lot crossings, shade trees, off-street breezeways, alleys and over crossings, placement of parking lots and building entrances to favor pedestrians rather than cars, and shower and locker facilities.
- b. For transit riders, provide shelter transit stops with convenient access to building entrances.
- c. For bicyclists, theft proof and well-lighted bicycle storage facilities with convenient access to building entrances, on-site bikeways between buildings or uses, and showers and locker facilities.
- d. For carpool and vanpools, provide preferential parking.
- e. For residential land uses, include childcare, telecommute centers, neighborhood retail stores, postal machines, and banking services.
- f. For commercial/office land uses, include childcare, food services, postal machines, and banking services.
- g. For commercial/retail land uses, include delivery services and sales by phone and computer.
- h. Provide ridesharing matching, transit subsidies, vanpool subsidies, shuttle services, parking management, guaranteed ride home, and education for residents/ employees to address the benefits of alternative transportation methods.
- i. To reduce vehicle trips during congested traffic periods, adjust business hours, allow alternative work schedules, schedule deliveries for off-peak hours.
- j. Install low VOC-emitting landscaping (i.e., trees) that generates less VOC emissions.
- k. Provide express bus service and bike racks on buses.
- l. Add sidewalks, pedestrian crossings, and overhead or underground walkways to improve access.
- m. Use green building (energy conserving and pollution prevention) technologies where feasible.

**Mitigation HAZ-1** The Master Map, Tentative Tract Map and related planned development permit(s) for residential development shall include as a condition of approval, and compliance through the building permit(s):

- a. A minimum 100-foot setback shall be maintained between residential lot lines adjacent to and east of College Drive. The width of this setback shall include any public street right-of-way. This measure shall apply to all habitable structures; non-habitable structures such as sheds shall be excluded. The setback shall be waived upon conversion of active agricultural activities to cemetery use.

- b. Residential buildings with backyards adjacent to and east of College Drive shall be oriented to face the interior street.
- c. Perimeter walls or fencing shall be installed along the western perimeter property lines bordering College Drive. Perimeter fencing made of wood, masonry or other material acceptable to the Community Development Department with a minimum 6-foot height shall be installed, and maintained to minimize the dispersion of fertilizers, pesticides, and dust associated with farm equipment use on the adjacent agricultural lots.
- d. The fencing along the western residential land use perimeter may be placed adjacent to the property line.
- e. The following Notice of Agricultural Activity declaration shall be included for all residential units and future property transactions by homeowners bordering College Drive:

*This property is presently located in an area surrounded by land utilized for agriculture. For that reason, the property may be subject to some of the unintentional annoyances or inconveniences associated with proximity to agricultural operations (i.e., noise, dust, light or odors). While the project design includes site walls as buffers to reduce possible impacts from agricultural activities, future buyers are to be notified that these are existing conditions and will not be considered by the City of Santa Maria to be nuisances requiring extraordinary actions by the adjacent agricultural operators, the County of Santa Barbara, or landowners. Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what agricultural annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.*

**Mitigation HYDRO/WQ-4.2** Each appropriate Tentative Tract Map and planned development permit(s) shall indicate as a condition of approval:

- a. The application of pesticides and fertilizers in common areas and open space, particularly during the rainy season, shall be minimized.
- b. Biodegradable pesticides and fertilizers shall be maximized.
- c. Grasses not generally susceptible to pest disease, such as Bermuda grass, shall be planted in turf areas.
- d. This condition shall be included in the multi-family residential Homeowner’s Association CC&Rs and commercial lease agreement.
- e. Provisions for City Recreation and Parks to maintain the retardation basin landscaping in this manner shall also be included.

**Mitigation NOISE-2** Show on grading plans as a note, include in the planned development permit(s) as a condition of approval, and compliance through the building permit(s):

- a. Solid noise barriers (a perimeter solid masonry wall or a combination berm and wall) shall be required for all noise-sensitive development (e.g., residential units) proposed within the area greater than 60 dBA CNEL contour defined in Figure 4.8-5

(p 4.8-10 of FEIR) to ensure that exterior living spaces shall not be exposed to noise levels over 60 dBA. This mitigation shall only be necessary for residential units adjacent to the noise source, as buildings would provide a noise barrier for residences located further away from the noise source.

- b. Residences facing Battles Road, College Drive or Bradley Road and frontages shall incorporate wall, window and door construction designed to attenuate exterior noise in order to ensure that interior noise exposure is maintained at 45 dBA CNEL or below.

**Mitigation NOISE-3** The planned development permit(s) shall indicate as a condition of approval, and compliance through the building permit(s):

- a. Commercial uses shall be designed to locate loading docks away from residential uses to the extent feasible, and shall incorporate one or more of the following: recessed loading docks; screened mechanical equipment; and other architectural treatments to shield stationary noise sources with the most modern and effective noise control devices (i.e., mufflers, lagging, and/or motor enclosures to City's satisfaction).
- b. An architecturally treated slumpstone masonry wall with pilasters shall be constructed or the existing wall modified along residential property lines adjacent to commercial loading dock operations lot boundaries, or such a barrier shall be constructed on the commercial property adjacent to the loading docks. The height of the noise barrier shall ensure that adjacent exterior sensitive noise receptor living spaces shall not be exposed to exterior noise levels over 60 dBA. The noise wall shall be landscaped on both sides with shrubs, vines, and groundcover. The minimum 100-foot buffer shall be designed as a landscaped, open space buffer, multi-purpose trail, or as a parking lot.
- c. All heating ventilation and air conditioning (HVAC) and other stationary mechanical equipment such as air compressors, trash compactors and chiller units shall be acoustically shielded or located behind acoustical barriers with relation to sensitive receptors located within 350 feet of the commercial development.

## SITE GRADING PLANS AND PUBLIC IMPROVEMENT PLANS

**Mitigation GEO-1** Include in the planned development permit(s) as a condition of approval, on grading plans, and compliance through the building permit(s):

Consistent with City Public Works Department and Community Development Department Building Division design standards, several standard engineering design measures are required by the State of California Uniform Building Code to minimize the potential earthquake shaking impacts per p 4.4-6 and 7 of FEIR. Engineering designs must incorporate reinforcement and materials that can withstand seismic activity effects related to known credible ground acceleration factors. Although no active faults are located in the immediate vicinity of the site, all structures would be required to incorporate designs consistent with the Uniform Building Code Seismic Zone IV, corresponding to 0.75 g to 0.80 g (percent of gravity).

**Mitigation GEO-2** Show on grading plans as a note, and comply through the building permit(s) as a condition of approval:

Consistent with City Public Works Department and Community Development Department Building Division design standards, several standard engineering design measures are required by the State of California Uniform Building Code to minimize the potential slope stability impacts per page 4.4.-8 of FEIR. Engineering designs must incorporate maximum cut- and fill-slope gradients, based on site-specific soil conditions, to avoid potential failure of the Betteravia Escarpment, as well as any other slopes on-site.

## BUILDING PERMITS AND OCCUPANCY PERMITS

**Mitigation AQ-2.2** Each appropriate planned development permit(s) shall include the following condition. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible. State law requires that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:

- shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if you have a sleeper berth and you're within 100 feet of a restricted area (homes and schools).

**Mitigation AQ-2.3** Each appropriate tentative map(s) and planned development permit(s) shall include the following condition for projects that employ more than 50 employees. The City and Traffic Solutions (SBCAG) shall review and approve the Alternative Transportation Program (ATP). The ATP shall be a part of the project lease agreement terms and may include:

- A bilingual program to reduce employee commute trips (i.e., carpooling incentives, van pools, and transit subsidies) and to educate employees and customers about the benefits of alternate transportation modes (i.e., pamphlets, public service announcements, or community service board).
- Each business tenant should register an ETC (Employee Transportation Coordinator) with Traffic Solutions for ongoing program and event outreach and to coordinate ATP programs.
- Incentives for customers who use an alternative mode. These could include a 5 to 10% discount at stores or restaurants for bicyclists or transit riders who show helmet or transit transfer.
- A bulletin board for employee carpool matching.
- Shower and locker facilities for employee bicyclists.
- Preferential parking for carpool/vanpools.

- Telephone and computer shopping and delivery options.
- Employee transit and carpool subsidies.

**Mitigation HAZ-2** Planned development permit(s) shall include the following condition of approval for occupancy of future tenant

- a. Commercial tenants shall develop an emergency response plan in coordination with the Santa Maria Fire Department and surrounding residential and educational uses within 500 feet of the project site boundaries. The emergency response plan shall be updated annually to reflect potential hazards associated with specific hazardous materials used by commercial tenants.
- b. Commercial tenants (where appropriate) shall prepare a Hazardous Materials Business Plans (HMBP) that includes: a list of the types and quantities of hazardous materials/waste to be stored on-site; and hazardous material storage design specifications. HMBPs for each commercial tenant shall also include provisions of the project emergency response plan. The HMBP shall include a list of the types and quantities of hazardous materials/waste to be stored on-site, hazardous material storage design specifications, design.

**Mitigation UTIL-5.1** Show on grading plans as a note, include in the planned development permit(s) as a condition of approval and compliance through the building permits and during construction the following condition of approval shall be implements.:

- a. Demolition and/or excess construction materials shall be separated on-site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided on-site.
- b. Materials with recycled content shall be used in project construction. Chippers on site during construction shall be used to further reduce excess wood for landscaping cover.

**Mitigation UTIL-5.2** The planned development permit(s) as a condition of approval, and compliance through the building permit(s):

- a. The applicant shall work with the City of Santa Maria to implement a Solid Waste Management Program including the following measures for a 50 percent reduction in waste generation:
  - i. Provision of space and/or bins for storage of recyclable materials within the project site. All garbage and recycle bin storage space shall be enclosed and plans should show equal area availability for both garbage and recycle bins within storage spaces.
  - ii. Establish a recyclable material pick-up area for commercial buildings.
  - iii. Participate in a curb-side recycling program to serve the new development.
  - iv. Develop a plan for accessible collection of materials on a regular basis.
  - v. Develop source reduction measures which indicate method and amount of expected reduction.

- vi. Implementation of a program to purchase materials that have recycled content for project construction and operation (i.e., lumber, plastic, office supplies).
  - vii. Provision of a tenant/employee education pamphlet to be used in conjunction with available Santa Barbara County and federal source reduction educational materials. The pamphlet shall be provided to all commercial tenants by the leasing/property management agency.
  - viii. Inclusion of lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.
- b. The applicant shall work with the City of Santa Maria to implement a monitoring program (semi-annually, annually, etc.) to ensure to ensure at least 50 percent participation in overall waste disposal, using source reduction, recycling, and/or composting programs.
  - c. The monitoring program shall include a detailed report on the programs implemented and documentation (i.e., receipts) of the amounts diverted where applicable or, in the case of source reduction programs, an estimate of the amounts diverted.

**Mitigation HAZ-4** Show the grading plans as a note and included in the planned development permit(s) as a condition of approval:

A qualified environmental engineer shall be present during excavations in the vicinity of on-site oil wells to direct proper excavation and characterization of potentially contaminated materials. The qualified environmental engineer shall observe Project excavations for potential signs of contaminated soil, such as discoloration, unusual odors, and/or positive readings with a PID or OVA. The qualified environmental engineer shall be 40-hour OSHA trained with respect to handling of hazardous substances.