City of Guadalupe

Pioneer Street Apartment Project

Draft

Initial Study - Mitigated Negative Declaration

September 2015

rincon

Environmental Scientists Planners Engineers

Pioneer Street Apartment Project

Draft
Initial Study – Mitigated Negative Declaration

Prepared by:

City of Guadalupe
918 Obispo Street
Guadalupe, CA 93434

Prepared with the assistance of:

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September 2015

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INITIAL STUDY

1. Project Title:

Pioneer Street Apartments

2. Lead Agency Name and Address:

City of Guadalupe
918 Obispo Street
Guadalupe, CA 93434

3. Contact Person and Phone Number:

Lilly Rudolph, AICP
City of Guadalupe Contract Planner
180 North Ashwood Avenue
Ventura, CA 93003

4. Project Location:

856, 864, and 872 Pioneer Street
Guadalupe, CA 93434
APNs:
1) Parcel A: 115-092-001
2) Parcel B: 115-092-003 and 115-092-004

5. Project Sponsor's Name and Address

Steve and Katherine Simoulis
SKS Portfolio, LLC
1332 Peach St.
San Luis Obispo, CA 93401

6. General Plan Designation:

Central Business District

7. Zoning:

General Commercial (G-C)

8. Description of Project:

The proposed project is an apartment complex located at 856, 864, and 872 Pioneer Street, in the City of Guadalupe. The three parcels would be divided into two project sites: APN 115-092-001 would comprise Parcel A, and APN 115-092-003 and 115-092-004 would comprise

Parcel B. Parcel A is 23,800 square feet (0.55 acres). Parcel B is 25,000 square feet (0.57 acres). The site is vacant and has been historically used for multifamily residential use. A 0.26-acre parcel (APN 115-092-002) is a vacant parcel that sits between the two subject parcels and is not a part of the project. The project is designed so that the apartment complex would be constructed on both sides of the vacant parcel.

The proposal involves the construction of two multi-family residential buildings with 17 units each, for a total of 34 residential units. The proposed construction would occur in two phases. Phase 1 would occur on Parcel A and would involve the construction of one apartment building (Building A), a parking lot, trash enclosure, grading, utilities, infrastructure, and associated landscaping. Phase 2 would take place on Parcel B and replicate development on Parcel A.

The site design and development on each parcel would mirror one another. Each of the two apartment buildings would be three stories and approximately 35 feet in height. The 5,890 square foot ground floor areas would be developed with six (6) residential units and a 185 square foot common laundry room. The 7,752 square foot second floor areas would be developed with six (6) residential units. The third floor areas would be 6,681 square feet and have five (5) units each. The dwelling units would all be approximately 932 square feet with 157 square foot porches. One common laundry room of 185 square feet would be provided for each building. Each parcel would have 27 parking stalls, two of which would be handicap accessible, for a total of 54 parking spaces for the project. Approximately 1,300 square feet of open space would be provided on each parcel. One enclosed trash enclosure would be provided for each building and would be located in the parking lots of the respective parcels.

Table 1 summarizes the proposed phases and associated square footage of each project component.

Table 1
Project Characteristics

	Parcel A	Parcel B
Phase	1	2
Site size	23,800 sf	25,000 sf
	Total site size: 48,800 sf	
Unit Summary	Ground floor: 6 units 2nd floor: 6 units 3rd floor: 5 units Building A total units: 17	Ground floor: 6 units 2nd floor: 6 units 3rd floor: 5 units Building B total units: 17
	Total units: 34 units	
Building Floor Area	Ground floor = 5,890 sf Second floor = 7,752 sf Third floor = 6,681 sf Laundry = 185 sf Total: 20,508 sf	Ground floor = 5,890 sf Second floor = 7,752 sf Third floor = 6,681 sf Laundry = 185 sf Total: 20,508 sf

			Total Building Floor Area: 41,016 sf	
Floor Area Ratio		**General Plan: N/A for residential**	0.86 FAR	0.82 FAR
Building Height		**MC18.52.020: 50 feet max**	35 feet	35 feet
Setbacks		**MC 18.52.050**		
	Front	**0 feet**	5 feet	5 feet
	Rear	**0 feet**	7 feet	7 feet
	Side (West)	**0 feet**	5 feet	12 feet
	Side (East)	**0 feet**	6 feet	5 feet
Site Density		**General Plan: N/A for CBD**	31 dwelling units per acre	29 dwelling units per acre
Parking Provided		**MC18.60.060: 52 spaces required**	Standard = 25 Accessible = 2 Total = 27	Standard = 25 Accessible = 2 Total = 27
			Total Parking Provided = 54 spaces	

Drainage: The project would require approximately 2,400 cubic yards (CY) of cut and 2,400 CY of fill. No material would be imported or exported onsite.

The project site is generally flat and gently slopes toward the northeast, with an elevation change from 103 feet to 99 feet above sea level. The proposed project would include two underground detention basins with a storage volume of 2,210 cubic feet per lot, for a total of 4,420 cubic feet, which will convey and filter project-generated stormwater.

Open Space and Landscaping: A 1,300 square foot open space area would be located in the rear of each of the lots. Approximately 16,476 square feet, 34% of the project site, would developed as open space and landscaping.

The site would be landscaped with native and/or drought tolerant plantings, including a variety of trees, shrubs, and grasses, ivy, succulents, and ground covers, as shown and listed on the proposed landscape plan. New Zealand Christmas Trees, Pittosorum, and Flax would be provided along the northern property boundary line to screen the project from Pioneer Street. The eastern and western boundaries would a variety of trees and shrubs. The interior portions of the property would be developed as a vehicle parking lot, with shade trees and additional landscaping.

Traffic, access, and parking: Vehicular access to each parcel's respective parking lots would be provided from Pioneer Street by two 24'-wide driveways. Each parcel would provide onsite parking with 25 standard parking stalls and two (2) handicap accessible stalls.

Water and Wastewater. The proposed 34 multi-family residential units would utilize City water supplies. Citywide water sources include the Santa Maria Valley Groundwater Basin and supplies from the State Water Project (SWP).The project would demand an estimated 8,500 gallons per day or estimated 10 acre feet a year.

The development of the apartments would increase the volume of waste water delivered to the Pioneer Street Lift Station, which is the oldest lift station in the City's wastewater collection system. It is estimated that the apartment complexes will have a total occupancy of 102 people with an average daily flow (ADF) of 8,160 gpd (assuming 80 gpdc) and a peak hour flow (PHF) of 38,352 gpd (assuming a peaking factor of 4.7). Based on the identified number of occupants for the Development it is estimated that the existing ADF and PHF wastewater flows would increase to 11 gpm and 49 gpm respectively. Future wastewater flow would also increase to 13 gpm of flow during ADF conditions and 60 gpm of flow during PHF conditions. Based on the hydraulic analysis performed for this evaluation, the City's existing collection system and the Pioneer Lift Station have sufficient capacity to serve the proposed Pioneer Street Apartments development. For the purposes of this analysis, water usage quantities and wastewater quantities are assumed to be the same.

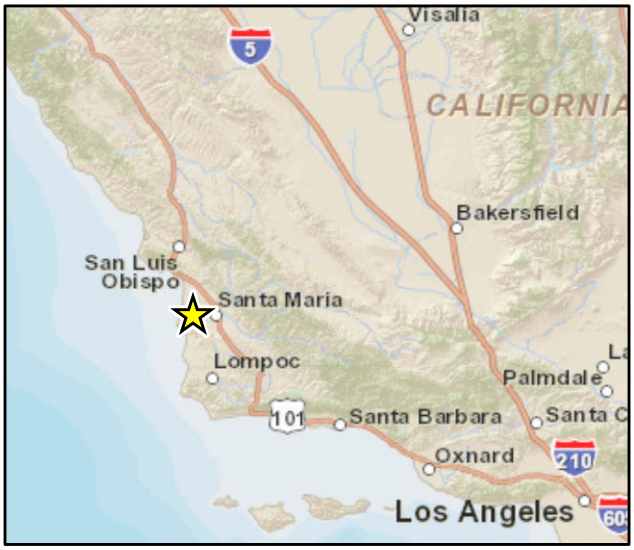
9. Surrounding Land Uses and Setting:

The two parcels that comprise the project site are located in the Central Business District along the western edge of the City of Guadalupe, between 9th Street to the north and 8th Street to the south. A 0.23 acre parcel directly to the north of the site is vacant. The parcel beyond the vacant lot is developed with a multi-family residential use. Across Pioneer Street to the west are single family dwellings, a duplex, and a vacant lot. The rear yard of the subject property abuts the rear of commercial establishments of the downtown core, including restaurants, offices, and retail storefronts. All of the surrounding properties are located in the Central Business District and are zoned G-C. Figure 1 shows the location of the project site within the County of Santa Barbara. Figure 2 shows the location of the project within the City of Guadalupe. Figure 3 shows the project site plan. Figure 4 shows photos of the site.

10. Other Public Agencies Whose Approval is Required:

General Construction Activity Stormwater Permit from the State Water Resources Control Board (SWRCB)

Imagery provided by National Geographic Society, ESRI and its licensors © 2015. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.



Project Location

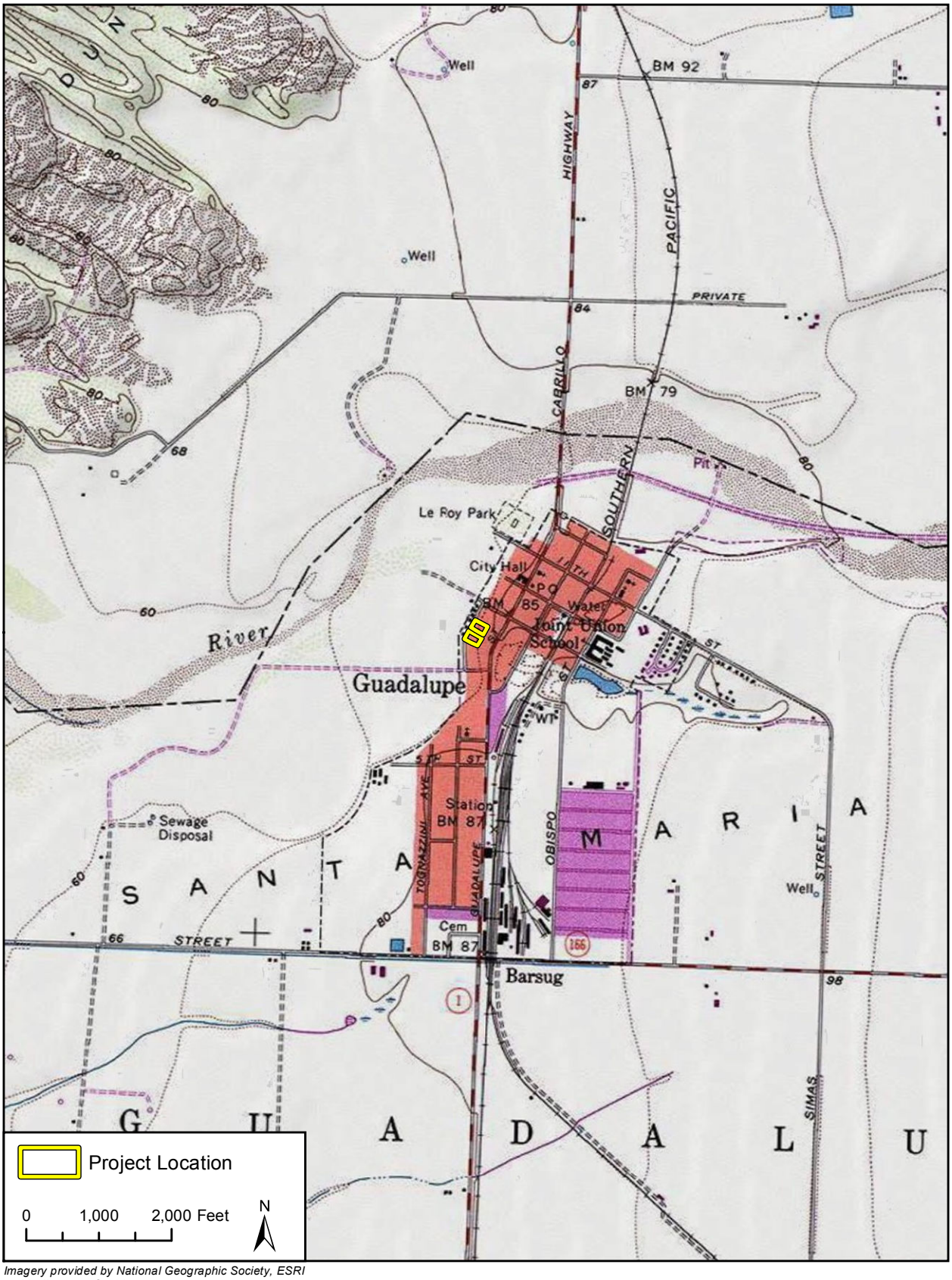
N

0 1,250 2,500

Feet

Regional Location

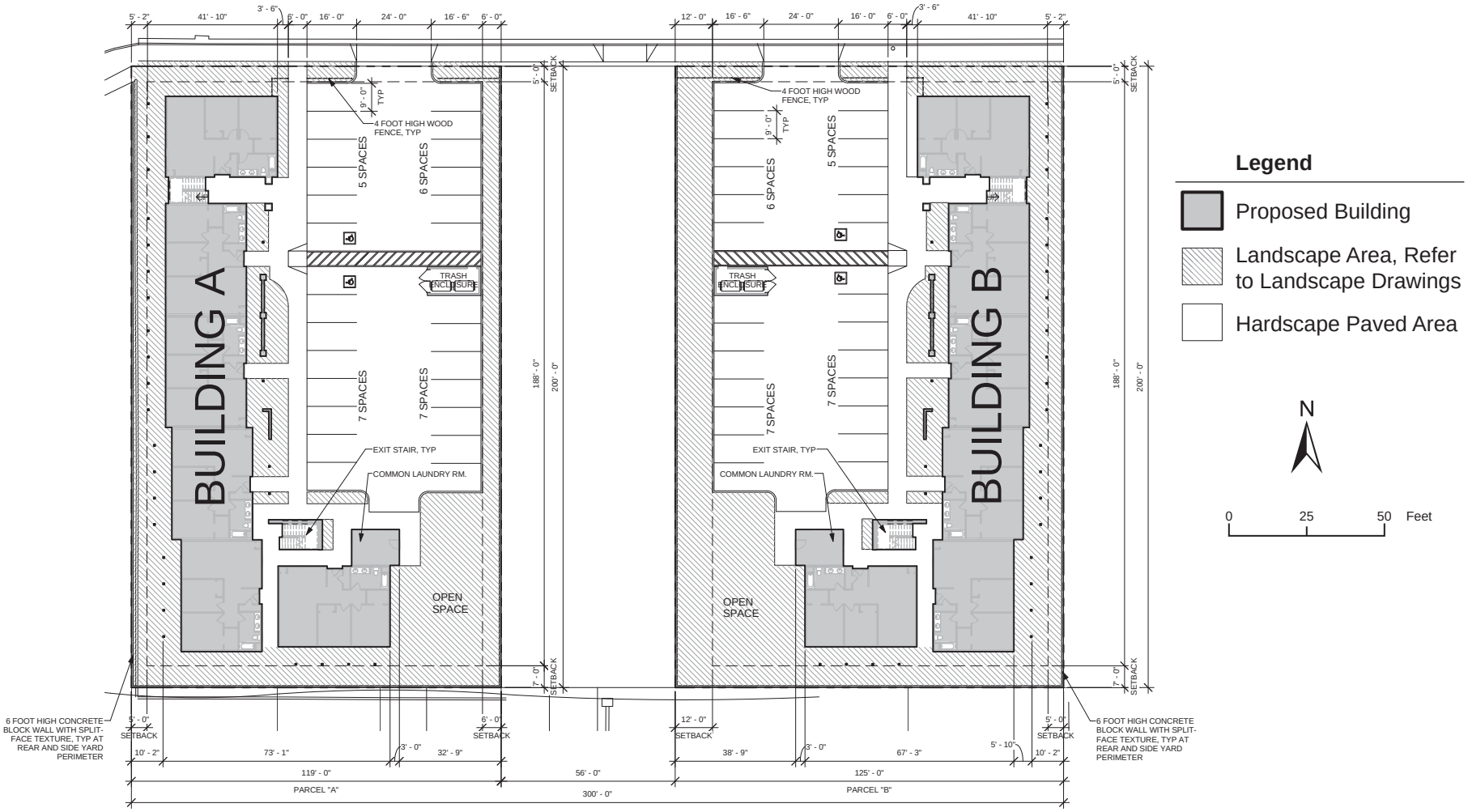
Figure 1



Imagery provided by National Geographic Society, ESRI and its licensors © 2015.

Project Location

Figure 2



Source: RMM Design Group, 2015

Site Plan

Figure 3

Photo 1: Looking northwest at project site from southeast corner of site. Rear of Guadalupe Street commercial development and residential uses in background.

Photo 2: Pioneer St frontage looking northeast.

Photo 3: Onsite looking northwest.

Photo 4: Pioneer St looking south - south of project site.

Site Photos

Figure 4

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☐ Biological Resources	■ Cultural Resources	■ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	■ Noise
☐ Population/Housing	■ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature
Lilly Rudolph, AICP, Contract Planner

Date

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS				
-- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	■	☐

The project site is located within the Central Business District (CBD), as defined in the 2002 General Plan. As the cultural center of the City of Guadalupe, the architecture and site design of future development within the CBD requires a higher level of scrutiny, as efforts to maintain the community character and revitalization of the CBD are a priority for the City. As such, development within the CBD is subject to the Downtown Design Guidelines and design review as required by the Municipal Code (Section 18.73).

The site consists of a vacant lot and is bordered on the west and south by one-story residential properties, one to two story commercial uses to the east, and agricultural lands to the southwest. The architectural style of the surrounding residential development is varied and suburban in nature. The site abuts the rear of commercial buildings that front Guadalupe Street (US Route 1), which have stucco and brick façades with flat roofs.

The proposed project comprises two 20,508 square-foot, three-story buildings with heights of approximately 35 feet. The Pioneer Street frontage would be lined by a 4-foot high wood fence. A 6-foot high concrete block wall with split-face texture would surround the rear and side yard perimeters. A 1,300 square foot open space area would be located in the rear of each of the lots.

The architectural style is Spanish Mission style with low-pitched red tile roofs, white stucco walls, red trim, decorative black metal railings, and a mix of arched and rectangular windows.

a, b) The site does not contain any formally designated scenic resources (such as mature trees, rock outcroppings or historic buildings). The project site does not contain any structures on the National Register of Historic Places, California State Historical Landmarks, or California

Historical Resources or Points of Interest (see Section V, *Cultural Resources*). US Route 1, segments of which are officially designated state scenic highway, runs through Guadalupe and near the project site, although none of the segments designated scenic are within Guadalupe nor the project site (California Department of Transportation). Therefore, the project would not have the potential to substantially degrade scenic resources, including mature trees, rock outcroppings, or any other scenic resources within the project area or those visible from a scenic highway or road.

NO IMPACT

c) The project site is undeveloped and consists of relatively level topography in a suburban setting adjacent to the downtown Central Business District. The proposed project would substantially alter the visual character of the undeveloped project site by introducing two 20,508 square-foot 35-foot high apartment buildings. The surrounding development on Pioneer Street is single-story with generous setbacks. The 3-story structures would be taller and more massive than the surrounding 1-2 story structures, and the setbacks would be reduced.

The City of Guadalupe, however, deliberately extended the Central Business District to include the area because these lots will, "facilitate the location of off street parking behind existing stores as well as provide adequate lot depths to encourage larger scale commercial development" (City of Guadalupe, 2002). Furthermore, the development's heights and setbacks meet zoning ordinance requirements. Therefore, the alteration in character is intentional and beneficial.

Proposed landscaping throughout the project site includes a mix of ornamental, drought-tolerant plants, including *Metrosidero excelsa* (New Zealand Christmas Tree), *Tristania conferta* (Brisbane Box), *Phormium "yellow wave"* (flax), and *Salvia "Bees Bliss"* (sage). Landscaping along Pioneer Street, once grown to maturity, would partially screen Buildings A and B and the parking lot from Pioneer Street and from the site in between the two parcels; the landscaping would also soften the appearance of these structures.

The Zoning Ordinance states *"When a parking lot is proposed in conjunction with a multifamily residential, commercial, industrial or manufacturing project, the parking lot shall be screened from view with a wall, fence, berm or combination thereof as approved by the City Council, Planning Commission or Zoning Administrator."* (Section 18.52.122.E) Although the proposed design does not incorporate screening walls around the parking areas, it does include screening of the parking areas using landscaping. Given the property location, landscape screening is preferred aesthetically, and may better facilitate future development of APN 115-092-002.

As required by Section 18.73.010, the project would be subject to design review to ensure compatible design, which would ensure that the project would not degrade the existing visual character or quality of the site and its surroundings. Therefore, impacts on visual character would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d) The proposed project would introduce lighting on an undeveloped site where no sources of nighttime lighting currently exist. The project would include exterior building lights, vehicle

headlights, and streetlights, and could include lights on surface parking lots and driveways that would incrementally increase lighting within the city. In addition, windows on the exterior elevations of the proposed apartment buildings and on vehicles parked on the project site could generate glare from reflected sunlight during certain times of the day. Building mounted lighting and window lighting would not be expected to result in impacts because such lighting is generally low wattage and does not produce substantial nighttime lighting beyond that already occurring in the existing suburban environment. Similarly, glare associated with building materials would not be expected to result in unusual sources beyond that already occurring in the existing suburban environment of glare such that surrounding land uses would be impacted. However, the proposed parking lots would abut a property that is currently vacant but has the potential for development. Parking lot lighting could result in light spillover that could adversely impact future development of the site. Parking lot glare from vehicles could also impact nearby land uses. The proposed project includes landscaping treatments within and surrounding the perimeter of the project site, including but not limited to evergreens, perennials, screening shrubs, and parking lot shade trees. These landscaping treatments would serve to screen adjacent lots from parking lot light and glare associated with the project. In addition, the landscaping treatments would further minimize light and glare associated with window lighting, building mounted lighting, and building materials. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES				
-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	■

a-e) The project site is vacant with an existing land use designation of "Central Business District." The California Department of Conservation Farmland Mapping and Monitoring Program designates the project site as "Urban and Built Up Land" (California Department of Conservation, Division of Land Resource Protection, 2015). Because there is no existing farmland, timberland, or related zoning on the project site, the proposed project would not result in any impacts to farmland or timberland. No impacts would occur.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY				
-- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	■	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

Federal and state ambient air quality standards for certain criteria pollutants have been established to protect human health. Guadalupe is located within the South Central Coast Air Basin (SCCAB) which includes all of San Luis Obispo, Santa Barbara, and Ventura counties and is within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). Santa Barbara County is in non-attainment for the state eight-hour ozone standard and the state standard for particulate matter 10 micrometers or less in diameter (PM_{10}) (Santa Barbara County Air Pollution Control District, 2015).

The California Clean Air Act requires that air districts create a Clean Air Plan (CAP) that describes how the jurisdiction will meet air quality standards. These plans must be updated every three years. The most recent 2013 SBCAPCD CAP was adopted in March of 2015.

As described in the SBCAPCD Scope and Content of Air Quality Sections in Environmental Documents, a project will have a significant air quality effect on the environment if operation of the project will:

- *Emit (from all project sources, both stationary and mobile) more than 240 lbs/day for Reactive Organic Compounds (ROC) and Oxides of Nitrogen (NO_X) or more than 80 lbs/day for PM_{10};*
- *Emit more than 25 lbs/day of NO_X or ROC from motor vehicle trips only;*
- *Cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);*
- *Exceed the APCD health risk public notification thresholds adopted by the APCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk); or*
- *Be inconsistent with the latest adopted federal and state air quality plan for Santa Barbara County.*

These thresholds are only for a project's operational emissions. The SBCAPCD does not have quantitative thresholds of significance for construction emissions since they are temporary in nature; however, SBCAPCD uses 25 tons per year for ROC and NO_X as a guideline for determining the significance of construction impacts (Santa Barbara County Air Pollution Control District, 2015).

a) The 2013 SBCAPCD CAP was adopted in March of 2015. According to SBCAPCD CEQA guidelines, projects would be inconsistent with the CAP if it would generate population, housing or employment growth exceeding the forecasts used in the development of the CAP which are provided by the Santa Barbara County Association of Governments (Santa Barbara County Air Pollution Control District, 2015). The average number of persons per household in Guadalupe is 3.9 (State of California, Department of Finance, 2015). Therefore, the proposed project would be anticipated to house approximately 149 people in the 34 proposed units. The estimated population in the City of Guadalupe is currently 7,205 (January 2015) and the projected population in the year 2020 is 7,501 (Santa Barbara County Association of Governments, 2012). Therefore, an increase of 149 residents would not exceed planned growth in the area the proposed project would be consistent with the population forecasts contained in the 2013 Clean Air Plan. Because the project would not cause the residential population in the City to exceed population forecasts and would not result in a substantial influx of new employees to the City, the project would be consistent with the population forecasts contained in the 2013 Clean Air Plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b-c) Criteria pollutant emissions from short-term construction activity and long-term operation of the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2). The CalEEMod results for the proposed project can be found in Appendix A.

Construction Impacts. Construction activities would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$), exhaust emissions from heavy construction vehicles, and ROC that would be released during the drying phase after

application of architectural coatings. Construction would generally consist of site preparation, grading, construction of the proposed structures, as well as paving, and architectural coating. Architectural coatings were assumed to be applied to the interiors and exteriors of all proposed buildings. PM_{10} emitted during construction activities varies based on the level of activity, the specific operations taking place, the equipment being operated, local soils, and weather conditions. Emissions associated with construction activity would be required to comply with standard SBCAPCD dust and emissions control measures.

Potential construction emissions were estimated using CalEEMod. Project construction was assumed to occur through 2017, based on the default construction phase lengths developed in CalEEMod and the assumption that Phase 2 of the project would begin construction after completion of Phase 1. The SBCAPCD does not have quantitative thresholds of significance for construction emissions since they are considered to be temporary. However, according to the SBCAPCD's Scope and Content of Air Quality Sections in Environmental Documents (December 2011), construction-related NO_X, ROC, PM_{10}, and $PM_{2.5}$ emissions from diesel and gasoline powered equipment, paving and other activities, should be quantified. SBCAPCD uses 25 tons per year for ROG or NO_X as a guideline for determining the significance of construction impacts. Table 2 summarizes the estimated maximum daily construction emissions of ROC, NO_X, CO, PM_{10}, and $PM_{2.5}$. Table 3 summarizes emissions of these criteria pollutants in tons per year, and compares estimated emissions to the SBCAPCD guidelines for determining the significance of construction impacts.

Table 2
Estimated Construction Maximum Daily Air Pollutant Emissions (lbs/day)

Maximum Emissions (lbs/day)	ROC	NO_X	CO	PM_{10}	$PM_{2.5}$
2016	74.8	28.4	22.3	7.3	4.3

Notes: All calculations were made using CalEEMod. Winter Emissions of Phase I were used due to being the highest day of emission. See Appendix A for calculations. Demolition, Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.

Site Preparation and Grading phases includes adherence to the conditions that are required by SBCAPCD to reduce fugitive dust.

Table 3
Estimated Construction Maximum Daily Air Pollutant Emissions (tons/year)

Maximum Emissions (tons/year)	ROC	NO_X	CO	PM_{10}	$PM_{2.5}$
Phase 1 2016	0.8	2.5	1.9	0.2	0.2
Phase 2 2016	0.1	1.8	1.5	< 0.1	< 0.1
Threshold	*25*	*25*	*None*	*None*	*None*
Threshold Exceeded?	***No***	***No***	***n/a***	***n/a***	***n/a***

Notes: All calculations were made using CalEEMod results and assuming that daily emissions would be equal to the maximum daily emissions calculated in CalEEMod. Demolition, Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.

Site Preparation and Grading phases includes adherence to the conditions that are required by SBCAPCD to reduce fugitive dust.

As shown in Table 3, construction emissions would not exceed the SBCAPCD guidelines for determining the significance of construction impacts for ROC or NO_X. In addition, the SBCAPCD requires implementation of dust and emission control measures for all projects involving earthmoving activities. According to SBCAPCD, implementation of standard dust and emission control measures would reduce temporary construction impacts to a less than significant level. SBCAPCD Rule 345 regulates fugitive dust for any activity associated with construction or demolition of structures. The proposed project would be required as a condition of approval to comply with Rule 345, as described below, which would ensure that construction emissions would remain **less than significant**.

- *During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.*
- *Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.*
- *Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.*
- *If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.*
- *After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.*
- *The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.*
- *Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.*
- *All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.*
- *Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.*

- *All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.*
- *Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.*
- *Diesel powered equipment should be replaced by electric equipment whenever feasible.*
- *If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.*
- *Catalytic converters shall be installed on gasoline-powered equipment, if feasible.*
- *All construction equipment shall be maintained in tune per the manufacturer's specifications.*
- *The engine size of construction equipment shall be the minimum practical size.*
- *The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.*
- *Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.*

Operational Impacts. Potential operational emissions were estimated using CalEEMod. Table 4 summarizes the estimated emissions associated with operation of the proposed project. This includes emissions generated by vehicles traveling to and from the site, as well as emissions associated with energy use (natural gas), and long-term, low-level architectural coating emissions as the proposed structures are repainted over the life of the project (area sources).

Table 4
Project Operational Emissions (lbs/day)

Emission Source	ROC	NO_x	CO	PM_{10}	$PM_{2.5}$
Mobile Phase 1	0.8	1.8	8.5	0.8	0.2
Mobile Phase 2	0.8	1.8	8.5	0.8	0.2
Energy (Natural Gas and electricity) Phase 1	<0.1	0.1	<0.1	<0.1	<0.1
Energy (Natural Gas and electricity) Phase 2	<0.1	0.1	<0.1	<0.1	<0.1
Area (Consumer Products and Architectural Coating) Phase 1	0.8	<0.1	1.6	<0.1	<0.1
Area (Consumer Products and Architectural Coating) Phase 2	0.8	<0.1	1.6	<0.1	<0.1

Phase 1 Total	1.6	1.9	10.1	0.8	0.2
Phase 2 Total	1.6	1.9	10.1	0.8	0.2
Total Emissions	**3.2**	**3.8**	**20.2**	**1.6**	**0.4**
Threshold: Total Emissions (Transportation and On-Site/Area Sources)	*240*	*240*	*None*	*80*	*None*
Threshold Exceeded?	***No***	***No***	***n/a***	***No***	***n/a***
Threshold: Total Emissions (Transportation Sources Only)	*25*	*25*	*None*	*None*	*None*
Threshold Exceeded?	***No***	***No***	***n/a***	***No***	***n/a***

Source: See Appendix A for CalEEMod winter output.

As shown in Table 4, the majority of project-related operational emissions would be due to vehicle trips to and from the site. Operational emissions from the project would be below applicable SBCAPCD thresholds for all applicable criteria pollutants. Impacts resulting from long-term emissions of criteria pollutants would be **less than significant**.

Based on the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (updated March 2014), carbon monoxide "hotspot" analyses are no longer required. Based on the number of average daily trips (ADT) that would be generated by the project (226 ADT), the project would not be expected to result in a local exceedance of federal or State ambient air quality standards for CO. Therefore, the project would have a **less than significant impact** related to localized CO concentrations.

d) Certain population groups are more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases and sensitive receptors consist of land uses that are more likely to be used by these population groups. Residential uses are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. The project is located in a residential and agricultural area. None of the adjacent land uses are known to include uses that would result in substantial emissions of toxic air contaminants (TACs). No impacts on users of the proposed project from TAC emissions are anticipated. Therefore, a health risk assessment is not required and the health risk public notification thresholds would not apply to the proposed project. In addition, the proposed project would not result in an exceedance of applicable SBCAPCD thresholds for operational emissions. Therefore, impacts to sensitive receptors would be **less than significant.**

LESS THAN SIGNIFICANT IMPACT

e) The proposed project would involve residential land uses that would not generate any objectionable odors. **No impacts would occur.**

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
-- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	■
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

Environmental Setting

The project site is located on two separate parcels in a suburban area bounded by residential development to the north; commercial uses to the east; residences to the south; and Pioneer Street and residential uses to the west. Between the two parcels is an 11,326 square foot vacant site that is not part of the project. Across Pioneer Street to the west are agricultural row crops located in unincorporated Santa Barbara County. The project site was previously developed with multifamily residential uses. The development had since been demolished and the site was graded. The property is currently vacant, and as such, consists predominantly of ruderal/developed habitat. One mature avocado tree (*Persea americana*) is on site and is proposed to be removed.

The California Department of Fish and Wildlife (CDFW) National Land Cover Database (NLCD) describes the site as Developed, Medium Intensity (U.S. Geological Survey, 2014). Sensitive species were not identified on the California Department of Fish and Wildlife's Biogeographic Information & Observation System (BIOS) (California Department of Fish and Wildlife, Biogeographic Data Branch, 2015).

a) The site lacks native vegetation that might otherwise provide habitat for any sensitive or special status species identified in any regulations. Potential impacts to nesting birds resulting from implementation of the project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b) No riparian habitat or other sensitive natural community occurs within the project site.

NO IMPACT

c,d,e,f) The project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, nor will it interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The project site is not within any habitat conservation area, and is not subject to an adopted habitat conservation plan or local ordinance pertaining to biological resource protection. **No impact would occur.**

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES				
-- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES				
-- Would the project:				
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	■	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

a) Neither the National Register of Historic Places (NRHP) nor the California Office of Historic Resources lists any properties within the City of Guadalupe (National Park Service, U.S. Department of the Interior), (California State Parks, Office of Historic Preservation). Moreover, the property is not eligible for the California Register of Historical Resources or for County of Santa Barbara landmark designation and therefore would not be regarded as a historic resource.

NO IMPACT

b-c) The project site is vacant and was previously developed with multifamily development. No prehistoric cultural or historic cultural material have been observed within the project site. No prehistoric archaeological sites are recorded within 0.5 miles of the project site.

Therefore, the proposed project would not affect any known archaeological historic properties. Nonetheless, it is possible that grading could potentially encounter previously unknown archaeological or paleontological resources. Because the possibility exists for encountering subsurface archaeological resources remains during construction activities, impacts to unknown cultural resources would be potentially significant. Therefore, Mitigation Measure CR-1 is required to reduce impacts to a less than significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Mitigation Measure

The following mitigation measure would address potential impacts to cultural resources during construction.

CR-1 **Halt Work Order for Archaeological or Paleontological Resources.** In the unexpected event archaeological or paleontological resources are unearthed during project construction, all earth disturbing work within the project area of potential effect (APE) must be temporarily suspended until an archaeologist has

evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Native American representative should monitor any archaeological field work associated with Native American materials.

d) There is no evidence of human remains on-site. Nevertheless, ground disturbing activities during project construction have the potential to disturb undiscovered human remains. Consistent with State law, if human remains are encountered during excavation within the project area, all work must halt, and the County Coroner must be notified (Section 7050.5-California Health and Safety Code). If the coroner determines that the remains are of Native American origin, it is necessary to comply with state and federal laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner will contact the NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treating, with appropriate dignity, the human remains and any associated grave goods, as provided in PRC Section 5097.98. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the ar ea or based on other substantial evidence of a known fault?	☐	☐	■	☐
ii) Strong seismic ground shaking?	☐	☐	■	☐
iii) Seismic-related ground failure, including liquefaction?	☐	■	☐	☐
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	■
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- Would the project:				
landslide, lateral spreading, subsidence, liquefaction, or collapse?				
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	■
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

a.i) According to the Guadalupe General Plan, no known faults occur within or near Guadalupe (City of Guadalupe, 2002). The closest faults are the Pezzoni fault, approximately 10 miles south of Guadalupe, and the Santa Maria fault, approximately 8 miles to the east. Both of these faults are considered inactive. Therefore, no active or potentially active faults have been mapped across the project site, according to the Alquist-Priolo Earthquake Fault Zoning Map (State of California Department of Conservation, 2015).

LESS THAN SIGNIFICANT IMPACT

a.ii) While no faults have been mapped across the project site, seismic events caused by active and potentially active faults in the region, as with anywhere in California, could result in seismic ground shaking on site. A seismic hazard cannot be completely avoided; however, its effect can be minimized by implementing seismic requirements specified by the California Building Code (incorporates the Uniform Building Code) and applicable City standards for earthquake resistant construction.

LESS THAN SIGNIFICANT IMPACT

a.iii) Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during ground shaking. Liquefaction requires three conditions: 1) strong earthquake shaking, 2) poorly compacted soils that will undergo additional compaction with shaking (usually fine sands), and 3) shallow groundwater (usually less than 30 feet). According to the Santa Barbara County General Plan Seismic Safety & Safety Element (County of Santa Barbara Planning and Development, 2015), there is no historic evidence of liquefaction in Santa Barbara County. However, the Liquefaction map provided in the County of Santa Barbara General Plan Safety Element shows Guadalupe to be subject to moderate liquefaction risk. Furthermore, a soils engineering report prepared by GeoSolutions, Inc. in February 2015 (Appendix B) concludes that the potential for seismic liquefaction of site soils is high. Therefore, all geotechnical design recommendations shall be incorporated into the project's

grading and foundation design. Implementation of the site-specific geotechnical recommendations and adherence to the California Building Code would reduce the potential impacts to less than significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Mitigation Measure

The following mitigation measure would reduce site-specific soil stability characteristics to less than significant.

GEO-1 **Geotechnical Report.** The site-specific geotechnical report and its recommendations for seismic design parameters per UBC code shall be incorporated into the proposed project design. The report shall include an in-depth study of the site-specific geologic conditions, including a liquefaction hazard analysis. Measures to reduce impacts would include ground improvement such as soil mixing, excavation and recompaction, soil densification, pile supported structures, etc. The use of specific measures will depend on soil type and stratigraphy, which will be determined during final design.

a.iv) The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation; and, shaking of marginally stable slopes during earthquakes. The project site is flat and hence has a low potential for landslide hazards as there are no significant hillsides or unstable slopes within the vicinity of the project site. Furthermore, according to the Santa Barbara County General Plan, the City of Guadalupe is an area of little to no slope variation or landslide risk.

NO IMPACT

b) The project site was previously developed as a multifamily residential development and is within an urbanized area; no erosive soil characteristics are present on the site. The project would require approximately 2,400 cubic yards (CY) of cut and 2,400 CY of fill. No material would be imported or exported onsite. A preliminary grading and drainage plan has been prepared to ensure proper drainage. Adherence to the California Building Code and City standards for grading during construction would ensure no soil erosion or the loss of topsoil would occur.

NO IMPACT

c) As discussed in part (a-iii) of this section, there is a potential for liquefaction or settlement of natural soils on the project site. Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence or settlement is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction,

and hydrocompaction. Lateral spreading is the horizontal movement of loose, unconfined sedimentary and fill deposits during seismic activity. The potential for lateral spreading is highest in areas underlain by soft, saturated materials, especially where bordered by steep banks or adjacent hard ground.

A site-specific geotechnical report has been prepared to address any liquefaction and subsidence soil characteristic of the project site. All geotechnical design recommendations of the geotechnical report shall be incorporated into the project design. Implementation of the site-specific geotechnical recommendations (GEO-1) and adherence to the California Building Code would reduce the potential impacts to less than significant.

LESS THAN SIGNIFICANT IMPACT

d) The project site is a previously developed site within an urbanized area. The soil materials onsite are silty sand, sandy clay, clayey sand, and poorly graded sand. An Expansion Index of Soils was conducted to evaluate expansion potential of the site soils. The results indicate that the soils have an expansion index of 0, and expansion potential is very low (Appendix B).

NO IMPACT

e) No septic tanks or alternative wastewater disposal systems would be used for this project. The proposed project would connect to the City's wastewater treatment system.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS				
-- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Project implementation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thereby contributing to cumulative impacts associated with climate change. The following summarizes the regulatory framework related to climate change.

In response to an increase in man-made GHG concentrations over the past 150 years, California

has implemented AB 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions in March 2010. These guidelines are used in evaluating the cumulative significance of GHG emissions from the proposed project.

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

The significance of project GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). Neither the City of Guadalupe nor the SBCAPCD has developed or adopted GHG significance thresholds; however, Santa Barbara County recommends the use of San Luis Obispo Air Pollution Control District (SLOAPCD) Greenhouse Gas Thresholds, as adopted in April 2012. SLOAPCD GHG thresholds are summarized in Table 5.

Table 5
SLOAPCD GHG Significance Determination Criteria

GHG Emission Source Category	Operational Emissions
Residential and Commercial Projects	Compliance with Qualified GHG Reduction Strategy OR Bright-Line Threshold of 1,150 MT of CO_2e/yr OR Efficiency Threshold of 4.9 MT CO_2e/SP*/yr
(Industrial) Stationary Sources	10,000 MT of CO_2e/yr

Source: (San Luis Obispo County Air Pollution Control District, 2012)

**SP = Service Population (residents + employees)*

For projects other than stationary sources, compliance with either a Qualified Greenhouse Gas Reduction Strategy, or with the Bright-Line (1,150 CO2e/ yr.) or Efficiency Threshold (4.9 MT CO2e/SP/yr.) would result in an insignificant determination, and in compliance with the goals of AB 32. The construction emissions of projects will be amortized over the life of a project and added to the operational emissions. Emissions from construction-only projects (e.g. roadways, pipelines, etc.) will be amortized over the life of the project and compared to an adopted GHG Reduction Strategy or the Bright-Line Threshold only.

The SLOAPCD "bright-line threshold" was developed to help reach the AB 32 emission reduction targets by attributing an appropriate share of the GHG reductions needed from new land use development projects subject to CEQA. Land use sector projects that comply with this threshold would not be "cumulatively considerable" because they would be helping to solve the cumulative problem as a part of the AB 32 process. Such small sources would not significantly add to global climate change and would not hinder the state's ability to reach the AB 32 goal, even when considered cumulatively. The threshold is intended to assess small and average sized projects, whereas the per-service population guideline is intended to avoid penalizing larger projects that incorporate GHG-reduction measures such that they may have high total annual GHG emissions, but would be relatively efficient, as compared to projects of similar scale. Therefore, the bright-line threshold is the most appropriate threshold for the proposed project, and the proposed project would have a potentially significant contribution to GHG emissions if it would result in emissions in excess of 1,150 metric tons of CO_2E per year.

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these comprise 98.9% of all GHG emissions by volume (Solomon, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF_6, were also considered for the analysis. However, because the project is a hotel development, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent weight in CO_2 (CO_2E). Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted, but these other GHG emissions would not substantially add to the calculated CO_2E amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (California Air Pollution Control Officers Association (CAPCOA), 2008) and include the use of the California Climate Action Registry (CCAR) General Reporting Protocol (California Climate Action Registry, 2009).

a) The project's generation of greenhouse gas emissions is assessed four different areas: construction emissions, onsite operational emissions, direct emissions from mobile combustion and finally, combined annual emissions.

Construction Emissions

Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod) Version 2013.2.2, based on the CalEEMod

default projections for the amount of equipment that would be used onsite at one time. Complete results from CalEEMod and assumptions can be viewed in Appendix A.

Table 6
Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent (CO_2E)
Phase 1	236
Phase 2	224
Total Estimated Construction Emissions	460 metric tons
Amortized over 30 years	15 metric tons per year

See Appendix A for CalEEMod Results.

As shown in Table 6, construction activity associated with the project would generate an estimated 460 metric tons of CO_2E. Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate an estimated 15 metric tons of CO_2E per year.

On-Site Operational Emissions

Operational emissions from energy use (electricity and natural gas use) for the proposed project were estimated using CalEEMod (see Appendix A for calculations). Table 7 combines the construction and operational GHG emissions associated with development for the proposed project. Emissions associated with construction activity (approximately 460 metric tons CO_2E) are amortized over 30 years (the anticipated lifetime of the project).

As shown in Table 7, the combined annual emissions would total approximately 535 metric tons per year of CO_2E. These emissions do not exceed the applicable threshold of 1,150 metric tons per year.

LESS THAN SIGNIFICANT IMPACT

Table 7
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Project Construction	15 metric tons CO_2E
Project Operational	
Phase 1	
Area	0 metric tons CO_2E
Energy	43 metric tons CO_2E
Solid Waste	4 metric tons CO_2E
Water	5 metric tons CO_2E
Phase 2	
Area	0 metric tons CO_2E
Energy	43 metric tons CO_2E
Solid Waste	4 metric tons CO_2E
Water	5 metric tons CO_2E
Project Mobile	
Phase 1	
CO_2 and CH_4	199 metric tons CO_2E
N_2O	9 metric tons CO_2E
Phase 2	
CO_2 and CH_4	199 metric tons CO_2E
N_2O	9 metric tons CO_2E
Modified Project Total	***535 metric tons CO_2E***
Threshold	***1,150 metric tons of CO_2E***
Exceed Threshold?	***No***

Sources: See Appendix A for calculations and for GHG emission factor assumptions.

LESS THAN SIGNIFICANT IMPACT

b) Neither the City of Guadalupe nor the County of Santa Barbara has adopted a Climate Action Plan. Therefore, consistency with other greenhouse gas emissions plans, policies, and regulations are discussed here.

CalEPA's Climate Action Team (CAT) published the 2006 CAT Report which includes GHG emissions reduction strategies intended for projects emitting less than 10,000 tons CO_2E/year. In addition, the California Attorney General's Office has developed Global Warming Measures (State of California Department of Justice , 2008) and OPR's CEQA and Climate Change document includes greenhouse gas reduction measures intended to reduce GHG emissions in order to achieve statewide emissions reduction goals (Governor's Office of Planning and Research (OPR), 2008). All of these measures aim to curb the GHG emissions through suggestions pertaining to land use, transportation, renewable energy, and energy efficiency. Several of these actions are already required by California regulations, such as:

- AB 1493 (Pavley) requires the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks.
- In 2004, ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.
- The Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989) established a 50% waste diversion mandate for California.
- Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).
- California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 33 percent of retail electricity sales from renewable energy sources by 2020, within certain cost constraints.
- Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels.

The proposed project would not conflict with state and local regulations intended to reduce GHG emissions from new development. Consistency with these state regulations and goals illustrates that the project would not conflict with the state's greenhouse gas-related legislation and would not contribute to the inability to meet reduction goals. Therefore, the project would not conflict with any applicable plan, policy or regulation intended to reduce GHG emissions, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII.HAZARDS AND HAZARDOUS MATERIALS				
-- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	■
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII.HAZARDS AND HAZARDOUS MATERIALS				
-- Would the project:				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☐	■
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

a-b) The proposed development would require grading, building construction, and paving, but would not involve the routine transport, use, or disposal of hazardous materials. The site is vacant and would involve no demolition activities. The site was previously developed with multi-family residential development, and no remediation activities that would release hazardous materials into the environment would be involved.

NO IMPACT

c) The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. The closest school is approximately 0.3 miles east of the project site.

NO IMPACT

d) The California Water Board GeoTracker website identifies the locations of leaking underground storage tank and other clean-up sites, hazardous waste sites, and other incidents in California. A July 16, 2015 review of the GeoTracker website found no incidences on the project site (California State Water Resources Control board, 2015). The California Department of Toxic Substances Control website also identifies the location of hazardous waste and substances. As of September 4, 2015, the project site was not listed in the Hazardous Waste and Substances site "Cortese List" (California Environmental Protection Agency, 2012).

NO IMPACT

e, f) The project site is not located in the vicinity of an airport.

NO IMPACT

g) The proposed development site would not interfere with any emergency response plan or evacuation plan. The project would be required to comply with applicable California Fire Code requirements regarding emergency access.

NO IMPACT

h) The project site is located in a suburban area. The project site is not located in a high fire hazard severity zone (State of California and the Department of Forestry and Fire Protection, 2008)

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	■	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	■	☐
f) Otherwise substantially degrade water quality?	☐	☐	■	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	■	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	■	☐
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	■	☐
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	■	☐

a) The proposed project would be required to comply with all state and federal requirements pertaining to the preservation of water quality, including the state Construction General Permit

(CGP) and the Regional Water Quality Control Board (RWQCB) Post-Construction Storm Water Management Requirements adopted for the Central Coast Region. All construction sites over one acre are subject to the CGP, which regulates storm water discharge from construction activities. The CGP requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains specific actions, termed best management practices (BMPs), to control the discharge of pollutants, including sediment, into local surface water drainages.

Implementation of BMPs on-site would reduce the potential for pollutants to flow into surface water or absorb into the soils on site. The project will meet the requirements of the RWQCB by using flow based and volume based BMPs. These BMPs include detention/infiltration basins, bio-retention and bio-swales, and landscaping, allowing the retained flows to infiltrate.

LESS THAN SIGNIFICANT IMPACT

b) The primary water source for the City is the Santa Maria Valley Groundwater Basin. The City is limited to withdrawing 1,300 AFY of groundwater from basin due to a single judgment in 2008 by the Superior Court of California, adjudicating the Santa Maria Valley Groundwater Basin. The City's Water System Master Plan considered water usage rates and water supply capability within the City on both a short-term and long-term basis. The Water Master Plan calculated future water demand as 68,760 gpd (77 AFY) (Michael K. Nunley & Associates, 2014).

The project at full build out would require approximately 10 AFY and could be accommodated without exceeding the 77 AFY future water use allotments. Additionally, the proposed project incorporates storm water retention basins. Therefore, the project would not interfere substantially with groundwater recharge.

LESS THAN SIGNIFICANT IMPACT

c-f) Based on population information provided by Civil Design Solutions and wastewater flow projections from the City's Master Plan, it is estimated that the apartment complex would have a total occupancy of 102 people with an average daily flow (ADF) of 8,160 gpd (assuming 80 gpd) and a peak hour flow (PHF) of 38,352 gpd (assuming a peaking factor of 4.7).

The Pioneer Lift Station currently receives 5 gpm of flow during ADF conditions and 22 gpm of flow during PHF conditions. In the Master Plan, it was estimated that the lift station would receive 8 gpm of flow during future ADF conditions and 38 gpm during future PHF conditions (Michael K. Nunley & Associates, 2014). Based on the identified number of occupants for the development, it is estimated that the existing ADF and PHF wastewater flows would increase to 11 gpm and 49 gpm respectively. Future wastewater flow would also increase to 13 gpm of flow during ADF conditions and 60 gpm of flow during PHF conditions.

The Pioneer lift station has a pumping capacity of 230-250 gpm (simplex operation), which is not optimized for the anticipated current (49 gpm) and future (60 gpm) peak hour wastewater flows as identified in this report. Nevertheless, based on the current configuration of the lift station there is sufficient pumping capacity to serve the proposed Development.

While the Pioneer Lift Station has sufficient pumping capacity for existing and future flows, the pumped flow from the lift station triggers collection system impacts downstream of the lift

station. Pumped flow from the Pioneer Lift Station exceeds the capacity of the existing 6-inch community collection system and the City's 12-inch trunk sewer that runs from Highway 1 to the WWTP. In addition, an emergency repair was completed on the Pioneer Lift Station force main because of blockages associated with a long force main alignment and short pumping duration's lack of ability to sufficiently cleanse the force main.

The City's Master Plan identifies this lift station and force main as an existing deficiency and recommends that the lift station be replaced and the force main be reconfigured to eliminate downstream system impacts. It is anticipated that the lift station will be replaced with a smaller submersible lift station to better serve the existing and future flows for the Pioneer Lift Station tributary area. It is also assumed that the force main will be re-routed to Highway 1 to reduce downstream system impacts.

Based on the hydraulic analysis performed for this evaluation, the City's existing collection system and the Pioneer Lift Station have sufficient capacity to serve the proposed Pioneer Street Apartments development. The City will continue efforts to address existing deficiencies in portions of the collection system that serve the proposed development, including the Pioneer Lift Station and force main, and the 12-inch trunk main, as discussed in the City's Master Plan.

The Santa Maria River is over 1,000 feet north of the project site. At this distance the proposed project would not alter the existing drainage pattern or course of the river, cause flooding, or result in substantial erosion or siltation on- or off-site. As mentioned previously, the project would be required to comply with the Regional Water Quality Control Board (RWQCB) Post-Construction Storm Water Management Requirements, which incorporate infiltration features and detention basins, which would reduce water runoff and would improve the water quality in the project area.

LESS THAN SIGNIFICANT IMPACT

g-j) The Santa Maria River is north of the project site, over 1,000 feet away. Per Federal Emergency Management Agency (Federal Emergency Management Agency (FEMA), 2005), the project site is well outside the 100 Year floodplain. The City of Guadalupe is at a low risk of flooding from a dam failure (Santa Barbara County Office of Emergency Management, 2011). The project site is approximately 4.5 miles from the coast and therefore it is not at risk of inundation by tsunami. Given the lack of nearby bodies of water or slopes to the project site, inundation by seiche or mudflow is not expected.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING				
-- Would the project:				
a) Physically divide an established community?	☐	☐	☐	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

a) The project site is currently undeveloped and is located in an existing suburban area characterized by residential and commercial land uses. Therefore, construction of the proposed project would not physically divide an established community. **No impact would occur.**

NO IMPACT

b) The project site is within the Central Business District (CBD) and is zoned General Commercial (GC). The proposed residential project is not subject to FAR standards. No density standards for residential development in the Central Business District exist. The project would be subject to applicable General Plan Land Use Element policies, including:

> *8. The City will encourage residential activity above compatible office and retail uses in the Central Business District.*
>
> *11. The City will reserve the Central Business District for uses which primarily provide retail and service businesses which serve the entire community and visitors.*
>
> *30. New residential development of four dwelling units per acre or more will be permitted only when public services including central water and sewer service are available or provided by the developer.*
>
> *31. Varied approaches to residential development will be actively encouraged to promote well designed and innovative residential areas that will provide a variety of housing types and densities.*

> *32. Residential areas shall be protected from higher intensity uses through buffer zones or other comparable methods.*
>
> *34. In order to encourage investment and use of existing infrastructure, a bonus density of one dwelling unit per 6,000 square feet may be allowed In excess of permitted limits for superior projects within the 3.1 designation in the original Guadalupe townsite. Only vacant lots shall be eligible for this bonus density option. This bonus density shall not be combined with any other form of bonus density incentive.*

The General Commercial zone district allows "dwellings which are not on a floor above a permitted use" subject to approval of a Conditional Use Permit (Section 18.36.030). Therefore, the proposed project would require a conditional use permit. . The project would meet all zoning requirements including parking, heights, and setbacks. Ultimately, the City Council would determine whether to approve the proposed Conditional Use Permit. Overall, the proposed project is consistent with the City's General Plan policies related to land use, and the project site is surrounded by existing residential uses. Therefore, the physical impacts on the environment associated with the proposed change in land uses is considered less than significant.

LESS THAN SIGNIFICANT IMPACT

c) There are no habitat conservation plans or natural community plans that would be applicable to the proposed project. Therefore, the proposed project would not conflict with any habitat or natural community plans.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

a-b) There are no known mineral resources located on the project site, and the project site is not considered a locally important mineral resource recovery site (California Department of Conservation, 2006).

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE				
-- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	■	☐	☐
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	☐	☐	☐	■

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (Leq). The Leq is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual time-varying levels over a period of time (essentially, Leq is the average sound level).

The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Decibels cannot be added arithmetically, but rather are added on a logarithmic basis. Based on the logarithmic scale, a doubling of sound energy is equivalent to an

increase of 3 dB. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1 to 2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while those along arterial streets are in the 50 to 60+ dBA range. Normal conversational levels are in the 60 to 65 dBA range and ambient noise levels greater than that can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings is generally 30 dBA or more (Federal Transit Administration, Office of Planning and Environment, 2006).

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Two commonly used noise metrics – the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) – recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dBA to actual nighttime (10 p.m. to 7 a.m.) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dBA penalty for noise occurring during the evening (7 p.m. to 10 a.m.).

The CNEL value will usually be about 1 dBA higher than the Ldn value (California State Water Resources Control Board, 1999). In practice, CNEL and Ldn are often used interchangeably. The relationship between peak hourly Leq values and associated Ldn values depends on the distribution of traffic over the entire day. There is no precise way to convert a peak hourly Leq value to an Ldn value. However, in urban areas near heavy traffic, the peak hourly Leq value is typically 2-4 dBA lower than the daily Ldn value. In less heavily developed areas, such as suburban areas, the peak hourly Leq is often equal to the daily Ldn value. For rural areas with little nighttime traffic, the peak hourly Leq value will often be 3-4 dBA greater than the daily Ldn value.

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S. The City has not adopted any thresholds or regulations addressing vibration.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (Federal Transit Administration, Office of Planning

and Environment, 2006). The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). The threshold for the proposed project is 72 VdB for residences and hotels during hours when people normally sleep, as these are the only sensitive receptors in the vicinity of the project site. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

Noise Standards

The City of Guadalupe's current General Plan Noise Element (2002) establishes noise standards for the range of uses present in and around Guadalupe. These standards are depicted in Table 8 below, and are used to determine whether proposed new development in the City requires noise attenuation features. The existing noise standards for the City of Guadalupe are based upon the California Office of Planning and Research (OPR) Noise Element Guidelines. Land use categories where a quiet environment is particularly desirable include residences, hotels/motels, professional offices, hospitals, schools, churches, and libraries. The proposed project includes a multi-family residential development, which would be considered a noise sensitive use. In addition, noise sensitive uses surrounding the project site include single family residences located approximately 90 feet west of the project site across Pioneer Street, multi-family residences approximately 100 feet south of the project site, and multi-family residences approximately 130 feet north of the project site.

Table 8
General Plan Noise Element Exterior Noise Standards

Land Use Categories	Maximum Ldn
Residential – Low Density	60
Residential – Multi Family	65
Transient Lodging	65
Schools, Libraries, Churches, Hospitals	65
Auditoriums	60
Playgrounds, Parks	65
Commercial	70
Industrial	75

Source: (City of Guadalupe, 2002)

The Guadalupe General Plan Noise Element includes a policy that states "Residential uses proposed in areas which have measured or project levels of noise in excess of 65 dBA should be required to include noise attenuation features. Such features should effectively reduce the level of interior ambient noise to a maximum of 45 dBA."

Noise Measurements

The most common sources of noise in the project site vicinity are transportation-related, such as automobiles, trucks, buses and motorcycles. Motor vehicle noise is of concern because it is

characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. On July 17, 2015, Rincon Consultants, Inc. performed two 15-minute weekday noise measurements at the project site using an ANSI Type II integrating sound level meter. The noise monitoring results are summarized on Table 9.

Table 9
Measured Noise Levels

Measurement Location	Approximate Distance to Centerline of Pioneer Street	Primary Noise Source	Leq[15] (dBA)[1]
On Pioneer Street – western boundary of project site	15 feet	Traffic on Cabrillo Highway and Pioneer Street	53.6
Near southeast corner of project site	200 feet	Traffic on Cabrillo Highway and Pioneer Street	45.7

Source: (Rincon Consultants, Inc., 2015)Recorded during field visit using ANSI Type II Integrating sound level meter. See Appendix C for noise measurement results.

[1] The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement the Leq was over a 15-minute period (Leq[15]).

The equivalent noise level (Leq) measured at the project site over a 15-minute period (Leq[15]) was 53.6 dBA approximately 15 feet from the centerline of Pioneer Street and 45.7 dBA near the southeast corner of the project site, approximately 200 feet from the centerline of Pioneer Street. The primary sources of roadway noise near the project site are automobiles traveling on Cabrillo Highway, approximately 185 feet east of the project site, and Pioneer Street, immediately west of the project site.

a, c) Existing uses near the project site may periodically be subject to noises associated with operation of the proposed project, including noise that is typical of residential development such as delivery trucks and noise associated with rooftop ventilation and heating systems. The closest sensitive receptors are the residences located approximately 90 feet west of the project site. As the project site is in a residential area, noise generated by daytime deliveries and trash pickups would be similar to what is already experienced by nearby sensitive receptors and would predominately occur infrequently and during the day, when receptors are less sensitive to noise.

Rooftop ventilation and heating systems would be onsite noise generators. Noise levels from heating, ventilation and air conditioning (HVAC) equipment can reach 100 dBA at a distance of three feet (U.S. Environmental Protection Agency (EPA), 1971). This equipment usually has noise shielding cabinets placed on the roof or is within mechanical equipment rooms. Typically, the shielding and location of these units reduces noise levels to no greater than 55 dBA at 50 feet from the source. Assuming that commercial rooftop HVAC systems for the proposed project were placed 90 feet from the nearest sensitive receptor and accounting for a 6 dBA attenuation per doubling of distance from the source, noise from the HVAC system at the nearest sensitive

receptors would be approximately 50 dBA, which is below the City's noise standard for low-density residential. Therefore, operational noise impacts from HVAC equipment would be less than significant.

The proposed project would increase the number of vehicle trips to and from the site, which would incrementally increase traffic noise on local roadways. The project could therefore incrementally increase noise at neighboring uses. As shown in Table 9, noise on Pioneer Street was measured at 53.6 dBA. Using ITE Trip Generation Rates (8th Edition), the proposed 34 apartments would generate 226 trips disbursed throughout the day, with 17 trips during the a.m. peak hour and 21 trips during the p.m. peak hour. Noise levels associated with the proposed project's estimated daily traffic along Pioneer Street and Cabrillo Highway were calculated using the U.S. Department of Housing and Urban Development (HUD) Day/Night Noise Level (DNL) Calculator and are shown in Table 10 (refer to Appendix C). The HUD DNL is an electronic assessment tool that calculates the Ldn, or 24 hour average noise level, from roadway traffic. The DNL calculator only models noise levels generated from traffic, and does not account for other factors that may affect ambient noise levels. Additionally, HUD DNL often models ambient noise at higher levels than noise measurements because the DNL calculator does not account for intervening structures and topography, which attenuate noise.

Table 10
Noise Measurements and Modeling Results

Roadway	Projected Noise Level (dBA Leq1h)		Change In Noise Level (dBA Ldn)	Significant Impact?
	Existing[1]	Existing + Project[2]		
Pioneer Street	60.9	61.4	0.5	No

Note: The Ldn is a 24-hour average noise level that adds 10 dBA to actual nighttime (10 p.m. to 7 a.m.) noise levels to account for the greater sensitivity to noise during that time period.

[1] Existing noise levels reflect the calculated noise levels using estimated existing traffic data on Pioneer Street and Cabrillo Highway, which combined impact ambient noise levels on Pioneer Street.

[2] Existing + Project noise levels reflect the calculated noise levels using estimated existing plus project traffic data on Pioneer Street and Cabrillo Highway, which combined impact ambient noise levels on Pioneer Street.

As shown in Table 10, the project would potentially increase traffic-related noise levels at sensitive receptors adjacent to Pioneer Street by 0.5 dBA Ldn; however, traffic-related noise levels on Pioneer Street would be approximately 61.4 dBA Ldn with the addition of project traffic, which would not exceed the City's threshold of 65 dBA and would not expose nearby sensitive receptors nor future sensitive receptors introduced by the project to significant noise impacts. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b) Operation of the proposed residential development would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions. Minor vibration could occur during construction of the project. Table 11 shows the vibration levels anticipated by construction activities onsite. As shown in Table 11, construction vibration could reach a maximum of 76 VdB at nearby residential uses (existing residences located approximately 80 feet west of the project site).

Table 11
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB	
	25 Feet	90 Feet
Large Bulldozer	87	76
Loaded Trucks	86	75
Small Bulldozer	58	47

Source: (Federal Transit Administration, Office of Planning and Environment, 2006)

As discussed above, 100 VdB is the general threshold where minor damage can occur in fragile buildings. Because vibration levels would not reach 100 VdB, structural damage would not be expected to occur as a result of construction activities. Although vibration would be a temporary impact during construction, the vibration levels at residences to the west would exceed the groundborne velocity threshold level of 72 VdB established by the Federal Transit Administration for residences and buildings where people normally sleep; therefore, impacts from vibration would be potentially significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Mitigation Measure N-1 is required to reduce vibration-related impacts during construction to a less than significant level.

N-1 **Restricted Construction Hours.** Construction activity shall be limited between the hours of 7:00 AM and 5:00 PM Monday through Friday and no work shall be permitted on Saturday, Sunday, or holidays.

Implementation of Mitigation Measure N-1 would reduce vibration-related impacts by avoiding hours when people normally sleep.

d) Noise associated with construction would be generated by trucks hauling equipment, materials, and soil along Cabrillo Highway, Pioneer Street, 8th Street and 9th Street. The grading phase of project construction tends to create the highest construction noise levels because of the operation of heavy equipment. The project would result in temporary noise level increases during site preparation, paving, and building. Noise impacts experienced on-site would primarily be a result of the type of construction equipment, the equipment's location, the sensitivity of nearby land uses, and the timing/duration of construction.

Table 12
Typical Construction Noise Levels (in dBA)

Equipment	Typical Level 50 Feet from the Source	Typical Level 90 Feet from the Source
Air Compressor	81	76
Backhoe	80	75
Concrete Mixer	85	80
Grader	85	80
Paver	89	84
Saw	76	71
Truck	88	83

Source: Typical noise level 50 feet from the source was taken from FTA, May 2006. Noise levels at 90 feet were extrapolated using a 6 dBA attenuation rate for the doubling of distance.

The closest sensitive receptors to the site are residential uses located approximately 90 feet west of the project site across Pioneer Street. Based on the noise level estimates included in Table 12, sensitive receptors would experience noise ranging from 71 to 84 dBA. Such levels would occur intermittently during the construction period and, with implementation of Mitigation Measure N-1, would be restricted to daytime hours, Monday through Friday, which would prevent impacts from construction-related noise during times when receptors are most sensitive to noise, during sleeping hours. Nonetheless, noise levels would exceed ambient sound levels in the area; therefore, construction-related impacts would be potentially significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

In addition to Mitigation Measure N-1 discussed above, Mitigation Measures N-2 through N-5 are required to reduce impacts related to noise during construction to a less than significant level.

N-2 **Temporary Sound Barriers and Sound Blankets.** The construction contractor shall use temporary sound barriers rated to STC25 or higher and sound blankets to buffer construction sound along the northern, western, and southern boundaries of the project site. Temporary sound barriers shall be placed such that the line-of-sight between the ground level construction and sensitive land uses is blocked.

N-3 **Equipment Mufflers.** The construction contractor shall implement the use of residential-grade mufflers on all construction equipment.

N-4 **Stationary Equipment and Equipment Staging.** All equipment staging and stationary construction equipment shall be located as far as practical from the adjacent occupied properties.

N-5 **Electrically-Powered Tools and Facilities.** To the extent practical, electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

Implementation of Mitigation Measures N-2 through N-5 would reduce temporary, construction-related noise impacts to a less than significant level.

e-f) The project site is not within the vicinity of an airport or airstrip.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING				
-- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	■	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a) The average number of persons per household in Guadalupe is 3.94. Therefore, the proposed project would be anticipated to house approximately 133 people in the 34 proposed units. The 2015 estimated population in Guadalupe is 7,144 (State of California, Department of Finance, 2015), and the projected population in the year 2020 is 7,501 (Santa Barbara County Association of Governments, 2012). The proposed project would not induce substantial population growth in an area. Further, the proposed project is served by existing roads and infrastructure, and would therefore not result in substantial indirect population growth. **Impacts would be less than significant.**

LESS THAN SIGNIFICANT IMPACT

b, c) The project site is currently vacant). Construction of the proposed project would not displace any residents. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	■	☐	☐
ii) Police protection?	☐	☐	■	☐
iii) Schools?	☐	☐	■	☐
iv) Parks?	☐	☐	■	☐
v) Other public facilities?	☐	☐	■	☐

a (i) The City of Guadalupe Fire Department provides fire protection services to areas within the City. The City's Fire Department responds to fire, rescue, medical, and hazardous material emergencies. The Fire Department is located at 918 Obispo Street, approximately 0.4 miles east of the project site, in the City of Guadalupe. Although the General Commercial (G-C) zone district allows for building heights of 35 feet, the City Fire Department cannot access buildings over two stories in height, given the limitations of the City's fire engines. Therefore, the third floors and roofs of the proposed buildings would be inaccessible by the Fire Department. Without stairwell access to the roof and payment of fees to fund necessary fire protection apparatus, impacts would be potentially significant. Implementation of Mitigation Measure PS-1(a) and PS-1(b) would ensure that impacts to fire protection are less than significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

The following mitigation measures would reduce potentially significant impacts to fire protection to less than significant levels.

PS-1(a) **Stairwell Access**. Two stairwells, constructed per Uniform Building Code and City of Guadalupe Fire Department requirements, shall be provided to all floors and roofs of each building. Stairwells, landings, and doorways shall remain clear of furniture and other obstacles at all times. The Fire Department may conduct annual inspections to ensure that the stairwells are structurally sound and safe. Stairwells shall be depicted on building plans and shall be reviewed and approved prior to issuance of building permits.

PS-1(b) **Public Safety Impact Fee**. The project applicant shall contribute the necessary funding for fire apparatus and equipment to serve the proposed structures. The applicant shall pay the required fees to the City of Guadalupe as deemed necessary by the City of Guadalupe Fire Department prior to issuance of a certificate of occupancy.

a (ii) The Guadalupe Police Department provides police protection services to the City. The Police Department is located at 4490 10th Street, approximately 0.5 miles east of the project site. The City of Guadalupe Police Department would have sufficient capacity to provide police protection services to the proposed project and no new or expanded facilities would be required (Hoving, 2015).

LESS THAN SIGNIFICANT IMPACT

a-iii) The proposed project would be served by Mary Buren Elementary School and Kermit McKenzie Junior High School in the Guadalupe Union School District and Righetti High School in the Santa Maria Join Union High School District. The proposed project would involve the construction of 34 residential multi-family housing units, which would incrementally increase enrollment at existing school facilities. Assuming a conservative student generation rate of 1 student per unit, the proposed project would generate an estimated 34 new students. The addition of 34 students would not require the construction of new school facilities. In accordance with State law, the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the proposed project's impacts under CEQA and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a-iv, v) The proposed project would contribute incrementally toward impacts to City Public Services and facilities such as park facilities (discussed in Section XV, Recreation), storm drain usage (discussed in Section IX, Hydrology and Water Quality), solid waste disposal (discussed in Section XVII, Utilities and Service Systems), water usage and wastewater disposal (discussed in more detail in Section XVII, Utilities and Service Systems). The project's contribution would be offset through payment of fees that are used to fund school facility expansions, etc., as well

as by the project specific features described in the individual resource section analyses. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

a, b) Guadalupe has 34 acres of parks and recreational facilities (City of Guadalupe, 2002). Based on the current estimated population of 7,144 (State of California, Department of Finance, 2015), there are approximately 4.8 acres of parkland per 1,000 residents. The City's General Plan does not specify a desired ratio of parkland to population. However, nearby cities use a goal of 4 acres per 1,000 residents. The proposed project would increase the City's population by 133 residents. With the addition of these residents, the park ratio would be 4.7 acres per 1,000 residents. Therefore, the proposed project would not increase demand for recreational facilities such that physical deterioration of facilities would occur or new or expanded facilities are needed. **Impacts would be less than significant.**

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
-- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
-- Would the project:				
system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
e) Result in inadequate emergency access?	☐	☐	■	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	■	☐

As shown in Table 9, noise on Pioneer Street was measured at 53.6 dBA. Using ITE Trip Generation Rates (8th Edition), the proposed 34 apartments would generate 226 trips disbursed throughout the day, with 17 trips during the a.m. peak hour and 21 trips during the p.m. peak hour.

A traffic impact study dated July 29, 2015, was prepared by Associated Transportation Engineers to analyze potential transportation impacts for the proposed project (Appendix D).

a, b, e-f) The project site is located east of Pioneer Street between 8th Street to the south and 9th Street to the north. The proposed apartment complex would be accessed via two separate driveways on Pioneer Street.

Pioneer Street is a 2-lane arterial that serves residential and agricultural uses in the western portion of Guadalupe. Pioneer Street, 8th Street, and 9th Street currently operate at Level of Service (LOS) "A," which represents free flow operations with no congestion. As determined in

the traffic study, all three roadway segments would continue to operate at LOS "A" or better during peak hours. The County of Santa Barbara and the City of Guadalupe consider LOS "C" or better as acceptable roadways and intersection. Therefore, the proposed project is consistent with the General Plan and Circulation Plan.
According to the Santa Barbara County Association of Governments (SBCAG) Congestion Management Program (CMP) traffic impact thresholds, projects that generate fewer than 500 average daily trips (ADT) and fewer than 50 peak hour trips do not have the potential to generate significant impacts. The project is estimated to generate 226 ADT with 17 A.M. peak hour trips and 21 P.M. peak hour trips. Therefore, no conflicts with the CMP would occur. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c) No changes in air traffic patterns would occur as a result of this project.

NO IMPACT

d) The traffic study concludes that, based on a field review, a fence on the adjacent property to the south is in violation of City of Guadalupe height requirements. Due to its height, the fence impairs sight distance for drivers approaching the site from the south. Based on the conclusions of the sight distance analysis, the City of Guadalupe will initiate a code enforcement case to require the lowering of the fence height to three feet prior to occupancy.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
-- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	■	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
-- Would the project:				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	■	☐

a, b, e) According to the Review of Impacts to City of Guadalupe Wastewater Collection System for the project, dated April 23, 2015, the Pioneer Lift Station currently receives 5 gpm of flow during ADF conditions and 22 gpm of flow during PHF conditions (Appendix E). In the Wastewater Collection Master Plan, it was estimated that the lift station would receive 8 gpm of flow during future ADF conditions and 38 gpm during future PHF conditions. Based on the identified number of occupants for the Development it is estimated that the existing ADF and PHF wastewater flows would increase to 11 gpm and 49 gpm respectively. Future wastewater flow would also increase to 13 gpm of flow during ADF conditions and 60 gpm of flow during PHF conditions. The City of Guadalupe plans to replace the Pioneer Lift Station to accommodate existing and future use. Therefore, the City's existing collection system and the Pioneer Lift Station would have sufficient capacity to serve the proposed project. **Impacts would be less than significant.**

LESS THAN SIGNIFICANT IMPACT

c) The proposed project would increase the amount of impermeable surfaces on-site by approximately 17,225 square feet per lot, for a total of 34,450 square feet. (refer to the Preliminary Drainage Analysis in Appendix F. As mentioned in Section IX, *Hydrology and Water Quality,* BMPs would be implemented during operation of a project, such as maintaining vegetative cover that would reduce runoff from the project site. As discussed in the Project Description, the proposed project would include two underground detention/infiltration basins with a combined storage volume of 4,420 cubic feet that will convey and filter project-generated stormwater by the increase in impervious surfaces. The drainage system will convey the 25

year storm under the sidewalk and out of the curbface or into the existing underground storm drain system. In response to Santa Barbara County Flood Control District requirements, the proposed storm drains and drainage inlets will be sized for a peak 25-year runoff events with a positive overland escape design for a 100-year storm. The proposed subsurface detention is designed to handle volumes required by the City of Santa Maria Grading and Drainage Plan Standards (as adopted by reference by the City of Guadalupe) (City of Santa Maria, 2013). **Impacts would be less than significant.**

LESS THAN SIGNIFICANT IMPACT

d) The proposed 34 multi-family residential units would utilize City water supplies and incrementally increase water demand as compared to existing conditions. Citywide water sources include the Santa Maria Valley Groundwater Basin and supplies from the State Water Project (SWP). Currently, the City is allocated 1,300 AFY from the groundwater basin and 550 AFY from the SWP (when available), for a total of 1850 AFY (Santa Barbara County Water Resources, 2012). These supplies currently meet the water needs of the City's approximately 1,900 customers. The City's SWP supplies are subject to change based on annual rainfall and Sierra Nevada snow pack and drought conditions.

Currently, due to drought conditions the City does not receive water from the SWP. The City's groundwater well pumps at a rate of 1,000 gallons per minute and is set to draw only the amount of water sufficient to serve customers. Table 13 below shows that the project would demand an estimated 8,500 gpd or an estimated 10 AFY (Sawyer, 2015). An increase of 34 water service customers would result in an incremental increase in water usage and would not result in significant impacts to the City's water supplies or water infrastructure. In addition, there is adequate capacity in existing water conveyance infrastructure to serve the proposed project. Therefore, the existing water conveyance and treatment facilities would be adequate to serve anticipated demands from the proposed project and sufficient water supplies are available to meet new demand associated with the proposed project.

Table 13
Estimated Water Use

Type of Use	No. of Units	Design Flow Rate	Amount
Multi-Family Residential	34	250 gallons/unit/day	8,500 gpd (10 AFY)

Source: The City's water generation factor was obtained from the City of Guadalupe Public Works Department.

Notes: gpd = gallons per day, AFY=acre-feet per year

LESS THAN SIGNIFICANT IMPACT

f, g) The proposed project would increase generation of solid waste by approximately 32 tons/year (34 units x 0.95 tons/year = 32.3) or 0.08 tons per day. The solid waste generation factor of 0.95 tons/unit is recommended by the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008). Weekly garbage collection and disposal for the City is currently provided by Health Sanitation Services of Santa Maria. Waste is ultimately disposed at Tajiguas Sanitary Landfill, which serves waste disposal needs for the unincorporated areas of

the south coast of Santa Barbara County, the City of Santa Barbara, Santa Ynez Valley, and the Cuyama Valley. The landfill has a permitted design capacity of 23,300,000 cubic yards, with a remaining capacity of 4,867,490 cubic yards, as of September 1, 2013. The facility has a permitted maximum daily tonnage of 1,500 tons per day and currently processes approximately 601 tons per day of solid waste (California Department of Resources Recycling and Recovery (CalRecycle), Continuous). Therefore, the Tajiguas Sanitary Landfill has a surplus capacity of approximately 899 tons per day. The California Integrated Waste Management Act of 1989 requires cities to achieve a minimum 50% solid waste diversion rate. Therefore, the project would be anticipated to similarly divert a minimum of 50% of project-generated solid waste. Assuming a 50% diversion rate, the proposed project would generate approximately 16 tons per year or 0.04 tons per day, which is well within the landfill's daily surplus capacity. As such, the increase in solid waste generated by the project would be minimal in relation to the capacity levels of the County's solid waste collection system. **Impacts would be less than significant.**

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

a) Construction activities would occur within a vacant parcel, which does not include nesting areas. Although the project area is not anticipated to contain any known paleontological or

archaeological resources, it may contain previously undetected subsurface archaeological resources. A mitigation measure has been identified (**Mitigation Measures CR-1)** to mitigate any impacts associated with the discovery of previously undetected subsurface cultural resources during excavation activities. Adherence to this measure would reduce cultural impacts to a less than significant level. **After mitigation, potential impacts of the project on these resources would be less than significant**.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b) As presented in the discussion of environmental checklist Sections I through XVII, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. Due to the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. **Consequently, the project along with other cumulative projects would result in a less than significant cumulative impact with respect to all environmental issues.**

LESS THAN SIGNIFICANT IMPACT

c) In general, impacts to human beings are associated with geologic impacts, hazards and hazardous materials, noise impacts, and public services. The site is subject to liquefaction risk. **Mitigation Measure GEO-1** would ensure that site-specific soil stability impacts would be less than significant. Construction related noise levels were found to exceed applicable thresholds. **Mitigation Measures N-1 through N-5** are required to reduce temporary noise impacts to less than significant levels. The project as designed would have inadequate fire protection access. **Mitigation Measures PS-1(a) and PS-1(b)** would ensure that public safety impacts would be less than significant. **With implementation of these measures, potential impacts on human beings would be less than significant.**

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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