



# Santa Maria General Plan

## Alternatives Analysis

February 2023

# Overview of Land Use Alternatives

The City of Santa Maria is in the process of updating its General Plan and evaluating three land use alternatives to address new patterns of growth and a vision for future development. The concept behind each land use alternative differs, with each alternative taking a different approach to future growth.

**Alternative A** explores opportunities to **annex** adjacent unincorporated land and promote similar growth patterns to those already occurring in the city.

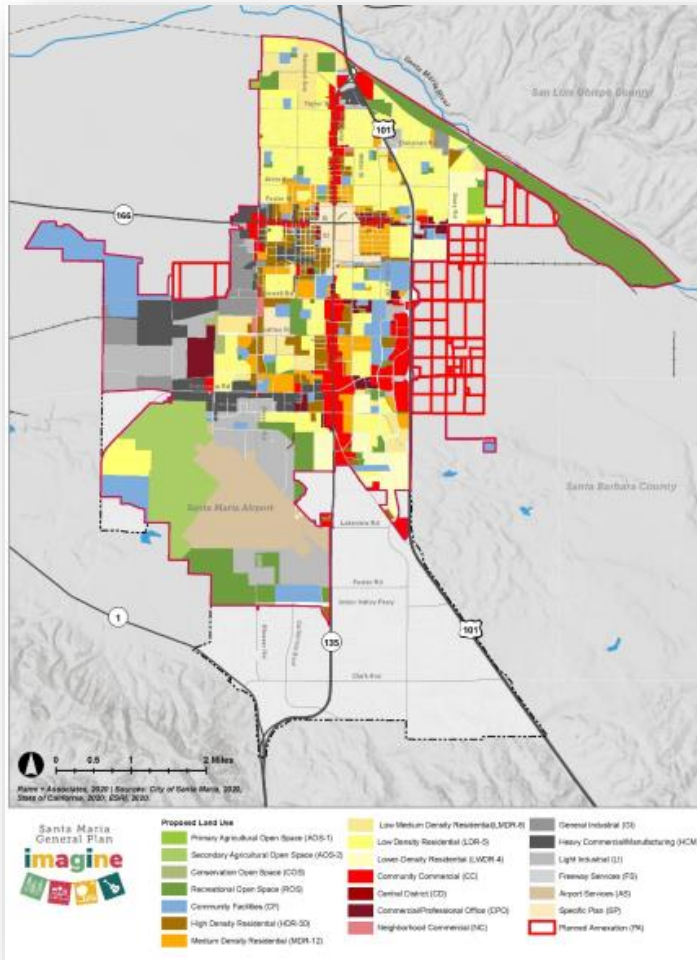
**Alternative B** promotes **infill** development and increased land use intensity within developed areas.

**Alternative C** considers a **hybrid** approach that incorporates a combination of the strategies under Alternatives A and B.

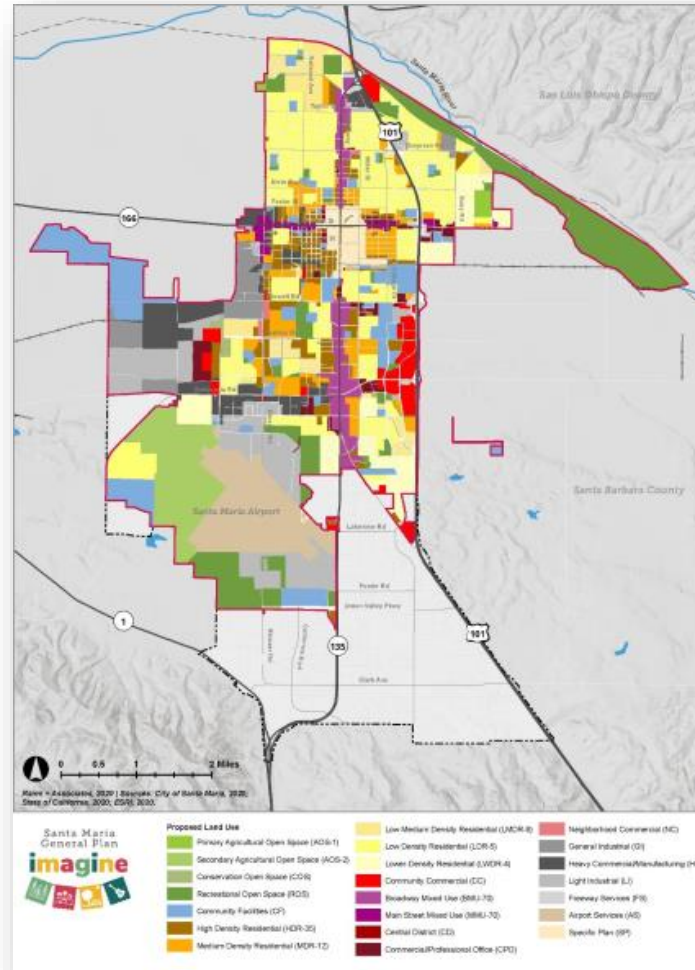
The land use alternatives are explained in detail in the Technical Memorandum prepared for Task 4.4 of the General Plan Update.

# Land Use Alternatives

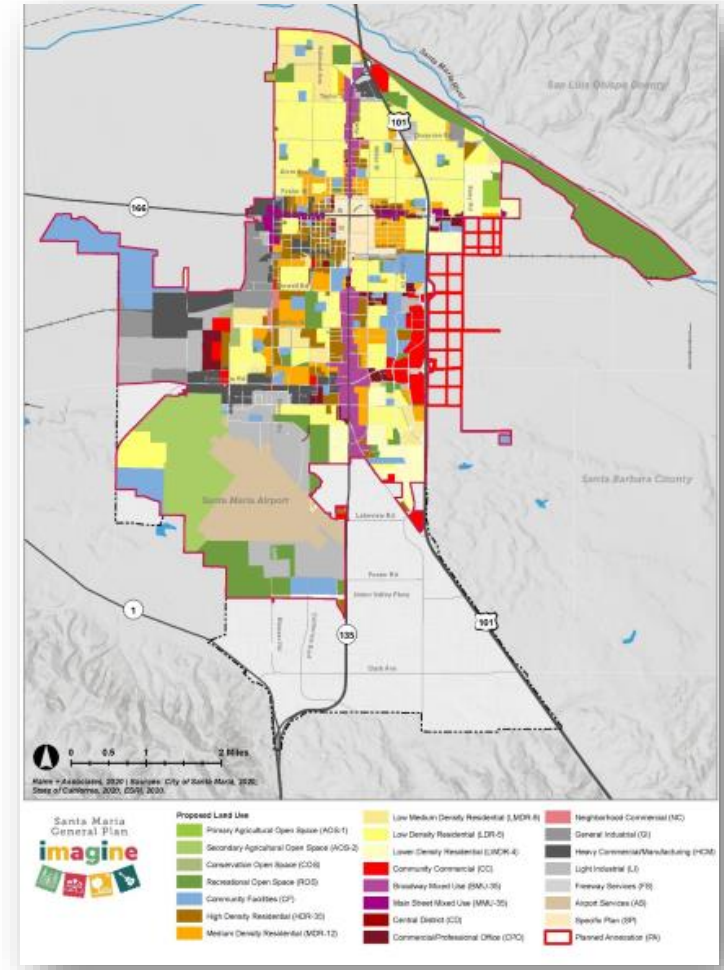
## Alternative A: Annexation



## Alternative B: Infill



## Alternative C: Hybrid



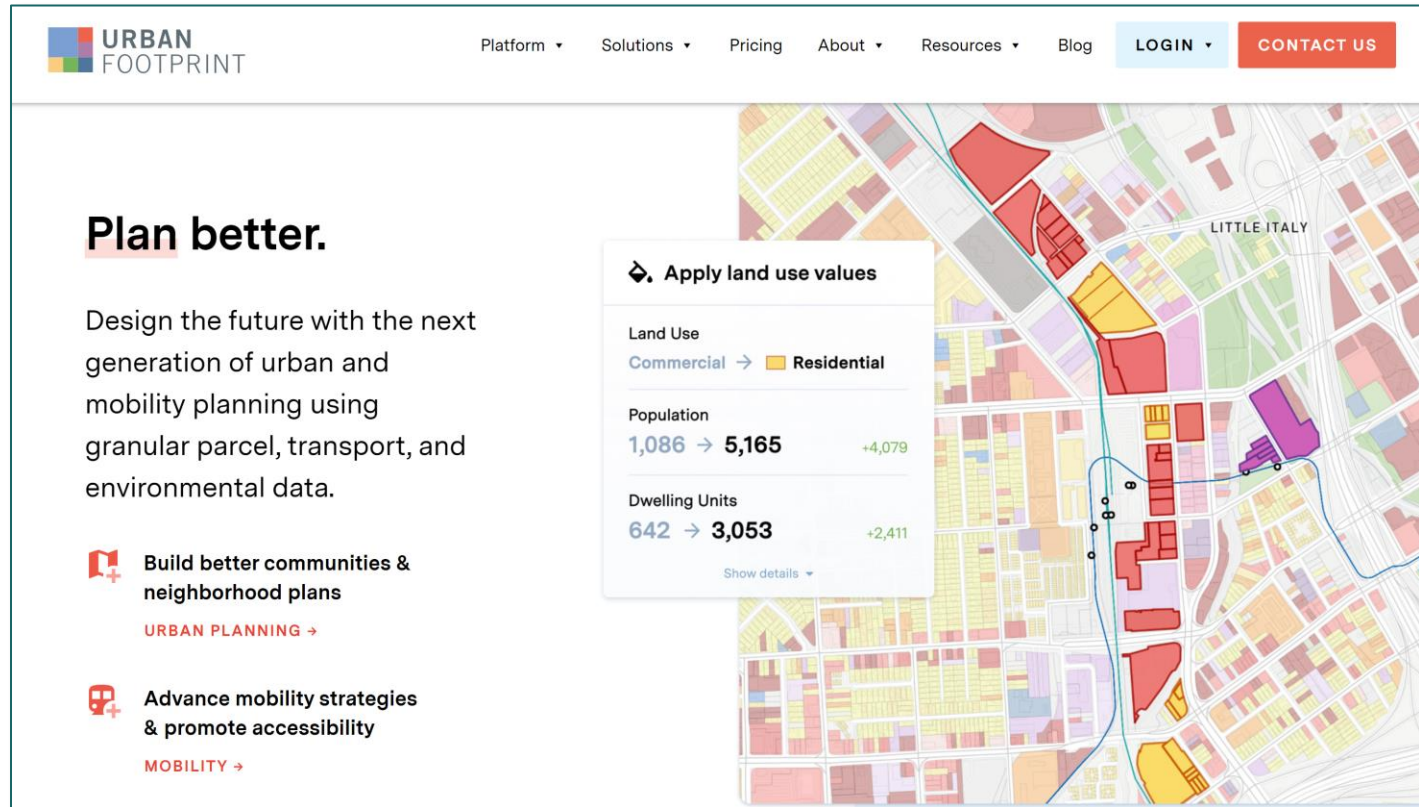
# Purpose and Scope of the Alternatives Analysis

- The purpose of the alternatives analysis is to help the community and decision-makers understand tradeoffs among the three land use alternatives.
- The analysis below compares and contrasts the land use alternatives using a combination of environmental (Task 4.5), mobility (Task 4.6), economic (Task 4.4), and fiscal metrics (Task 4.7).
- The conclusion summarizes tradeoffs among land use alternatives by metric.

# Urban Footprint Analysis

# What is Urban Footprint?

- UrbanFootprint is web-based software for analyzing geospatial datasets.
- It allows users to build future growth alternatives and study their impacts using built-in, ready-to-use analysis modules.



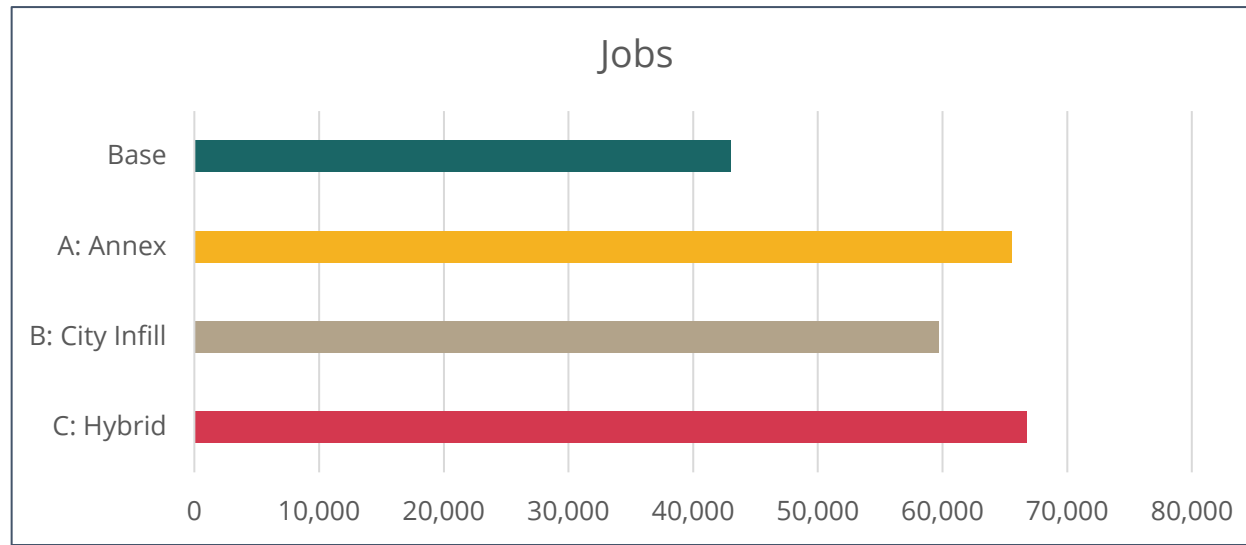
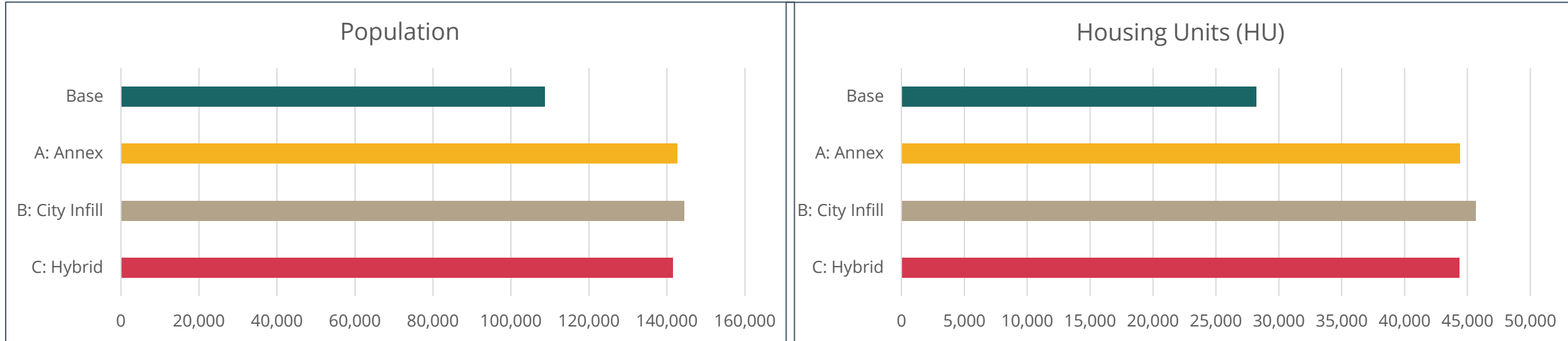
The screenshot displays the UrbanFootprint web application interface. At the top, the logo "URBAN FOOTPRINT" is on the left, and navigation links for "Platform", "Solutions", "Pricing", "About", "Resources", and "Blog" are on the right. There are also "LOGIN" and "CONTACT US" buttons. The main content area features the heading "Plan better." followed by a paragraph: "Design the future with the next generation of urban and mobility planning using granular parcel, transport, and environmental data." Below this are two sections: "Build better communities & neighborhood plans" with a link to "URBAN PLANNING" and "Advance mobility strategies & promote accessibility" with a link to "MOBILITY". On the right, a map of "LITTLE ITALY" is shown with a data overlay. A pop-up window titled "Apply land use values" shows a change from "Commercial" to "Residential", resulting in a population increase from 1,086 to 5,165 (+4,079) and an increase in dwelling units from 642 to 3,053 (+2,411). A "Show details" link is also present.

# UrbanFootprint Assumptions

- The UrbanFootprint analysis reflects land use changes in each alternative as well as approved pipeline projects and Specific Plans.
- The UrbanFootprint analysis assumes full buildout of the three alternatives.

# Population, Housing Units, and Job Capacity

UrbanFootprint measures the changes in population, housing units, and jobs based on the density and employment characteristics of different land uses.



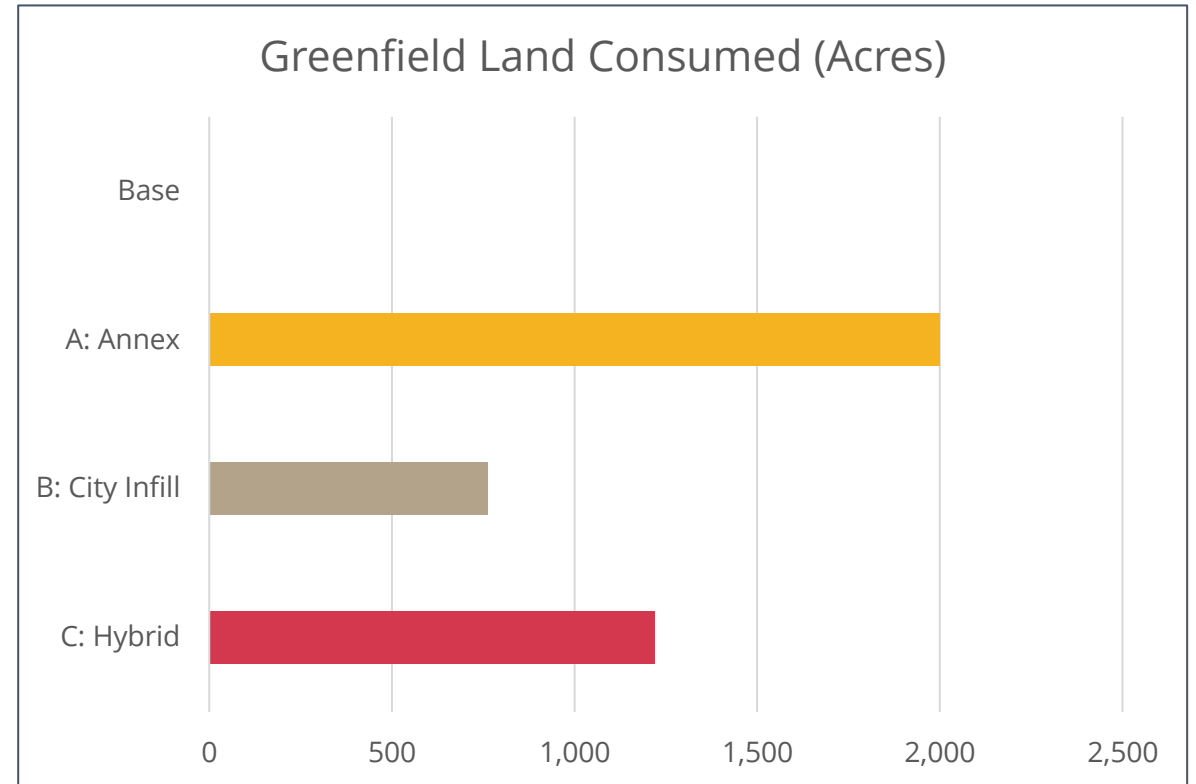


# Greenfield Land Consumed

The UrbanFootprint Land Consumed Module quantifies the land converted for development in future land use scenarios. Greenfield land includes agricultural land, woodlands, and other greenfield land converted to urban uses.

## Results

- As expected, **Alternative A** has the **highest acreage of greenfield land converted to urban use** to accommodate future population and job growth.
- **Alternative B** has the **lowest greenfield land converted to urban use**.

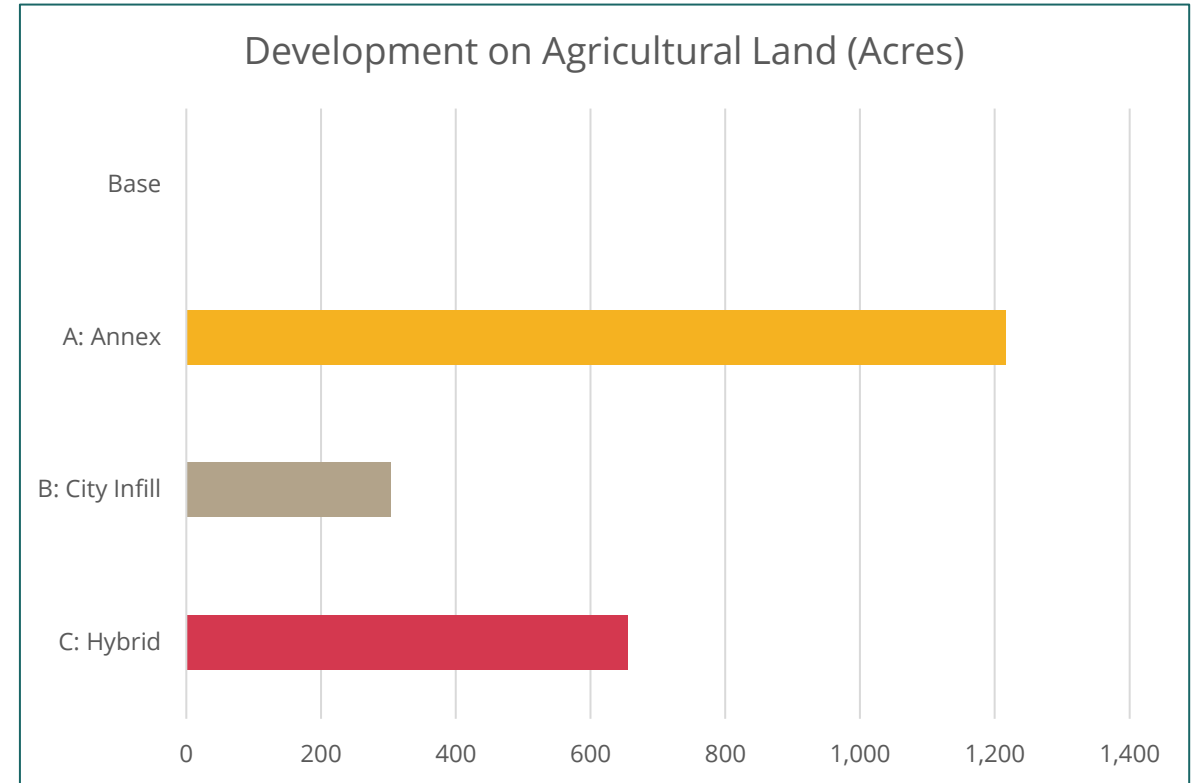


# Development on Agricultural Land

The UrbanFootprint Agriculture Module measures the conversion of land to and from agricultural and non-agricultural uses. Urban lands expanding into agricultural lands can reduce agricultural production.

## Results

- As expected, **Alternative A** has the highest acreage of development on agricultural land and will result in the greatest reduction in agricultural capacity.
- **Alternative B** has the lowest acreage of development on agricultural land.

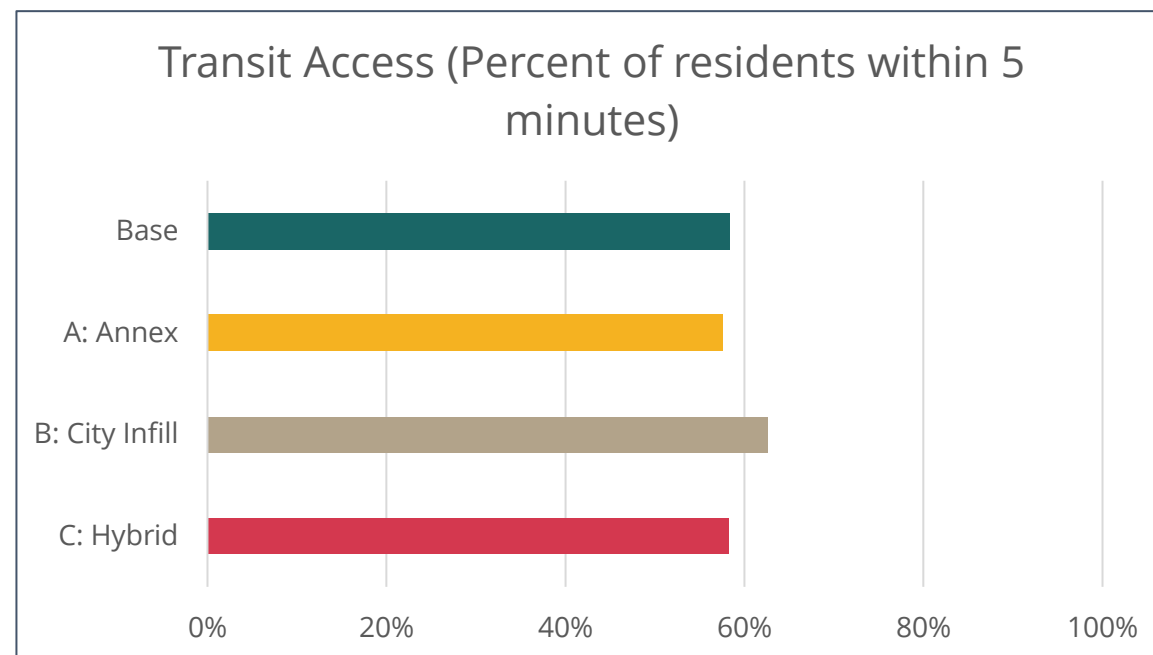
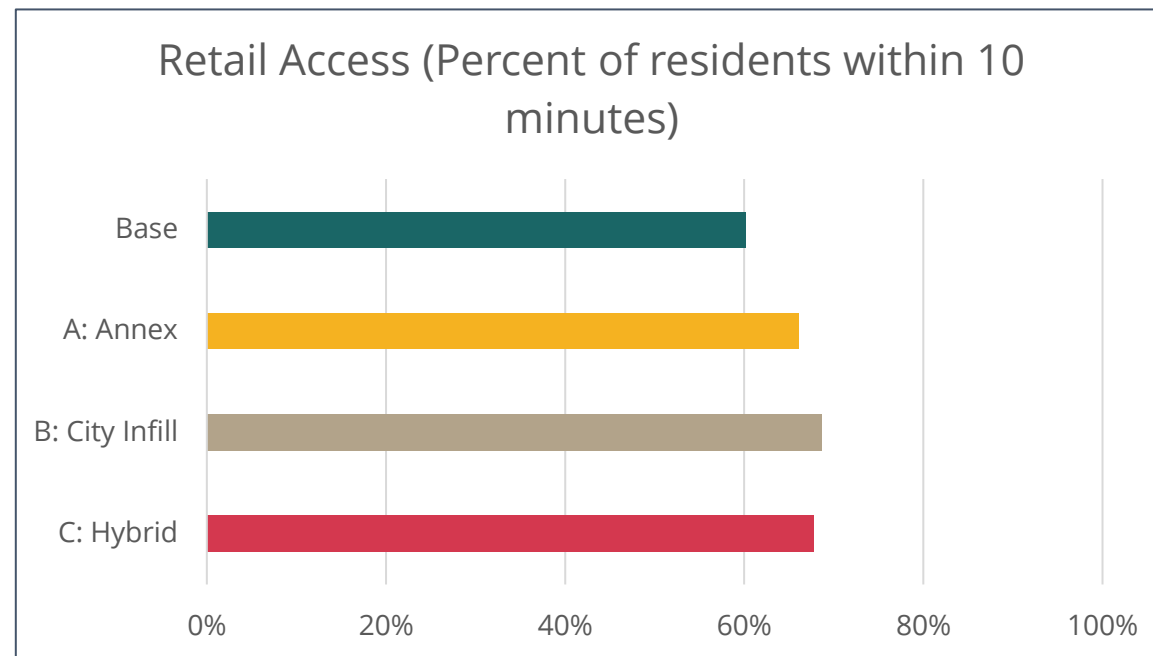


## Walk Access to Retail and Transit

The UrbanFootprint Walk Access Module calculates the percent of residents within 10 minutes of retail destinations and within 5 minutes of transit stops.

### Results

- **Alternative B performs better than Alternative A and Alternative C** by increasing densities within existing city limits that are better served by commercial amenities and transit facilities.

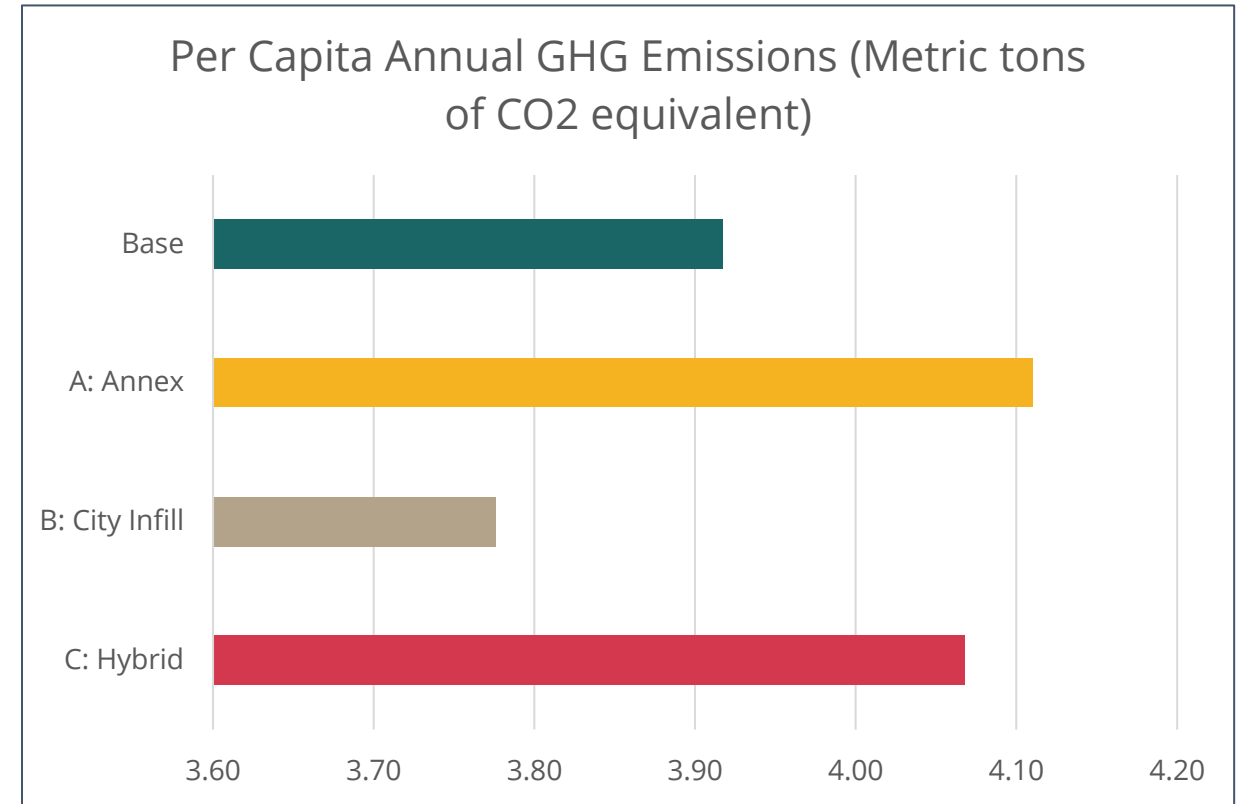


# Emissions per Capita

The UrbanFootprint Emissions Module calculates greenhouse gas emissions associated with passenger vehicle travel, building energy use, and water-energy use to calculate emissions per capita.

## Results

- **Alternative A and Alternative C have higher emissions per capita** due to increased vehicle travel, building energy use, and water usage in the newly annexed lands outside the current city boundary.
- **Alternative B** takes advantage of existing infrastructure, including public transit, to reduce overall vehicle use.



# Environmental Analysis

# Overview of Environmental Analysis

- Introduction and Purpose
- Approach to Environmental Constraints Analysis
- Evaluation of Alternatives
- Summary

# Introduction and Purpose of Environmental Analysis

The purpose of the analysis is to facilitate the selection of a preferred future land use pattern by:

- Developing an understanding of the environmental constraints associated with the land use alternatives.
- Providing a preliminary indication of CEQA-related impacts to be further analyzed once a preferred alternative is selected.

# Approach to Environmental Constraints Analysis

The approach to this analysis included an evaluation of constraints and trade-offs that were compared across eight environmental topic areas. These environmental topic areas correspond to many of the topics that will be further analyzed under CEQA after the preferred alternative is selected. The approach to analysis included the following:

1. **Cultural Resources** – Evaluation of high or low probability of the presence of archeological and/or tribal cultural resources as well as historic resources at or near likely development sites under each alternative.
2. **Air Quality** – Evaluation of high or low probability of significant air pollution and nuisance exposures for future and existing residents under each alternative.
3. **Hazards** – Evaluation of the potential for various hazards at or near future development sites under each alternative, including perched groundwater, flooding, hazardous materials, and oil and gas wells.
4. **Agriculture** – Assessment of the presence of protected agricultural lands and lands that are assessed for Prime Agricultural activity at or near likely development sites for each alternative.
5. **Noise** – Analysis of potential noise impacts to future and existing residents under each alternative.
6. **Biological Resources/Habitat** – Evaluation of the presence of federally designated critical habitat and the potential to encounter special status species at future development sites under each alternative.
7. **Fire Services** – Analysis of potential impacts to fire services under each alternative.
8. **Police Services** – Analysis of potential impacts to police services under each alternative.

*Note: Figures used in this analysis were adapted from the Existing Conditions Background Report prepared for the City's General Plan Update.*



# Approach to Environmental Constraints Analysis

The comparative analysis for each of the eight areas includes:

1. **Identification of major constraints to development**
2. **Identification of potential mitigation options**
3. **Higher or Lower potential for impacts relative to the other land use alternatives**

# Common Constraints

**Constraints common to all three land use alternatives**

# Constraints Common to All Three Alternatives

Some environmental constraints were found to be similar among the three alternatives. While these are important constraints to contemplate as part of the environmental analysis, they are not necessarily differentiators that could support the decision-making process. Those constraints include Active Hazardous Material Sites and Expansive Soils and are discussed further on the next several slides:

**Active Hazardous Material Sites** – Active hazardous material sites are federally designated sites that contain known hazardous materials contamination.

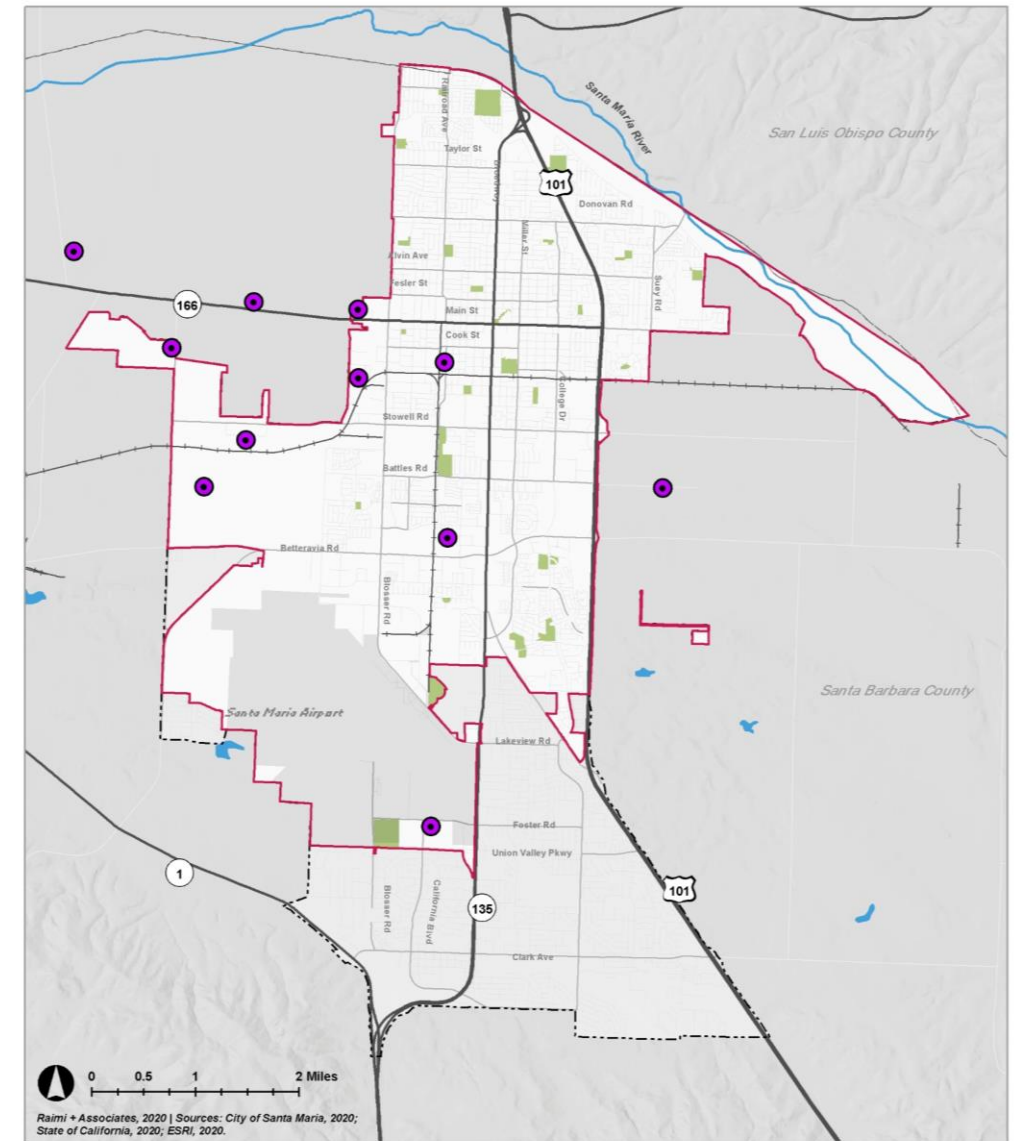
**Expansive Soils** – Expansive soil is a soil-type that is known to shrink or swell depending on the moisture concentration, this soil type can be a source of issues during project development.

# Active Hazardous Material Sites

All three alternatives have at least three “active” hazardous material sites within their respective development areas. “Active” hazardous material sites in Santa Maria are one of two site types:

1. **Hazardous Waste Sites** are designated under the Department of Toxic Substance Controls (DTSC) Site Cleanup Program. Active hazardous material sites have the potential to pose a health risk for adjacent residential uses that may be exposed to associated harmful materials in the air and/or soil.
2. **“Active” Leaking Underground Storage Tanks (LUST)**. Leaking Underground Storage Tanks contaminate surrounding soils and have the potential to cause contamination to spread off-site. Contaminated soils can expose the community and environment to hazardous materials.

Under all three alternatives, the presence of active hazardous material sites on or adjacent to a planned development are likely to require project-level mitigation to address contaminated soils. This mitigation is context-dependent, including the type of hazardous materials (e.g., Superfund sites are treated differently than underground storage tanks) and may range from low to high-cost mitigation efforts.



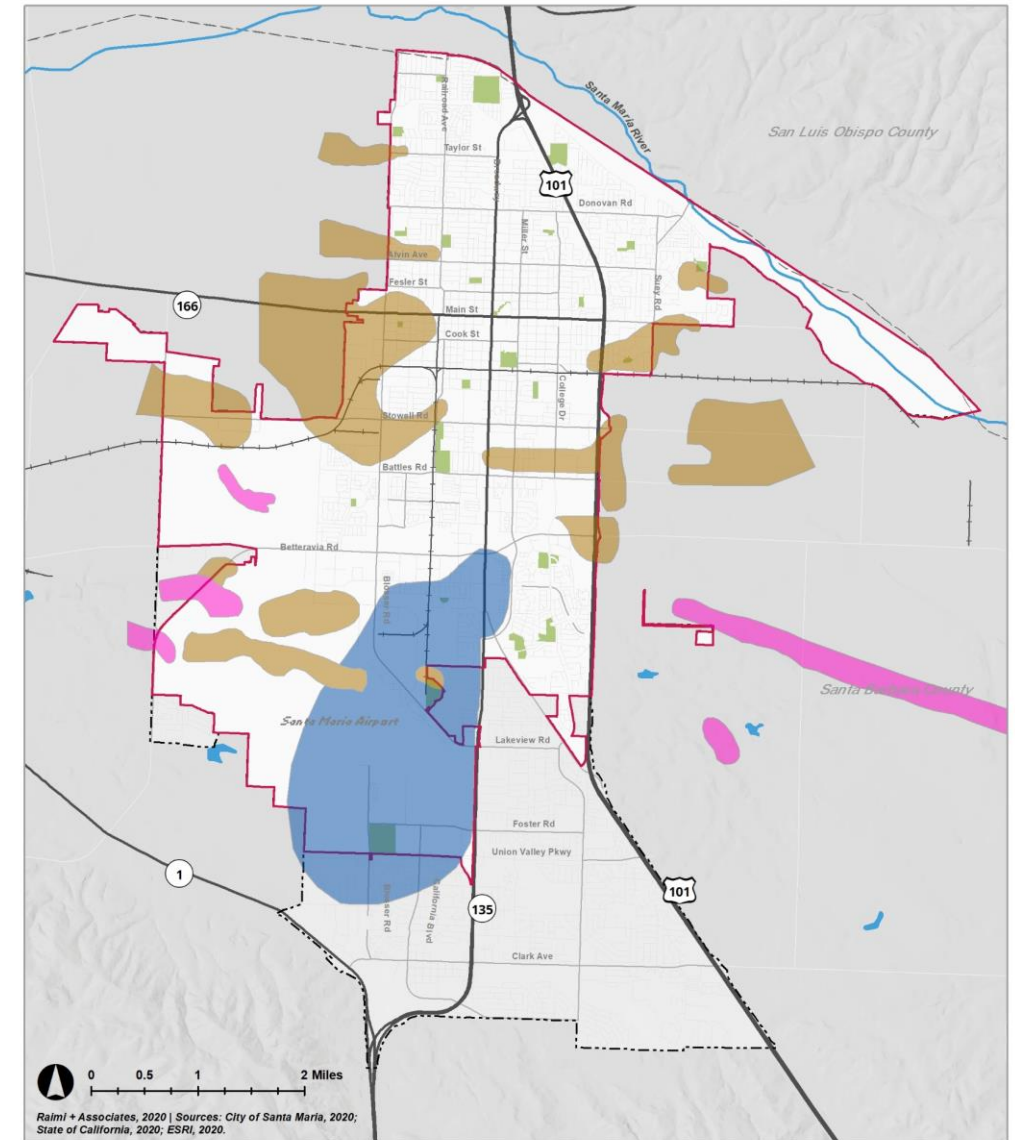
# Expansive Soils

All three alternatives have significant areas of underlying expansive soils (designated in light brown on the map) within potential development areas.

Expansive soils are distinguished by the presence of swelling clay minerals that can absorb a significant amount of water molecules. When expansive soils obtain moisture, they expand and swell. Likewise, expansive soils shrink when it undergoes drying.

Expansive soils can cause foundation problems since foundation walls are designed to support loads from above rather than lateral bearings. Expansive soils are a common occurrence across California and require project-level mitigation based on the results of a geotechnical assessment.

While the impacts are context-dependent, the effect from expansive soils may lead to increased development costs due to the need for extensive engineering and design or remediation to resolve issues that if left unaddressed could lead to structural failure.



Raimi + Associates, 2020 | Sources: City of Santa Maria, 2020; State of California, 2020; ESRI, 2020.



- | Geologic Hazards          |                             |
|---------------------------|-----------------------------|
| — Santa Maria City Limits | Expansive Soils             |
| - - - Sphere of Influence | Shallow Perched Groundwater |
| - - - County Boundaries   | Steep Slopes                |
| ■ Parks                   |                             |
| ■ Water                   |                             |
| — Railroads               |                             |

# Unique Constraints

**Constraints that differentiate each land use alternative**

# Cultural and Historic Resources

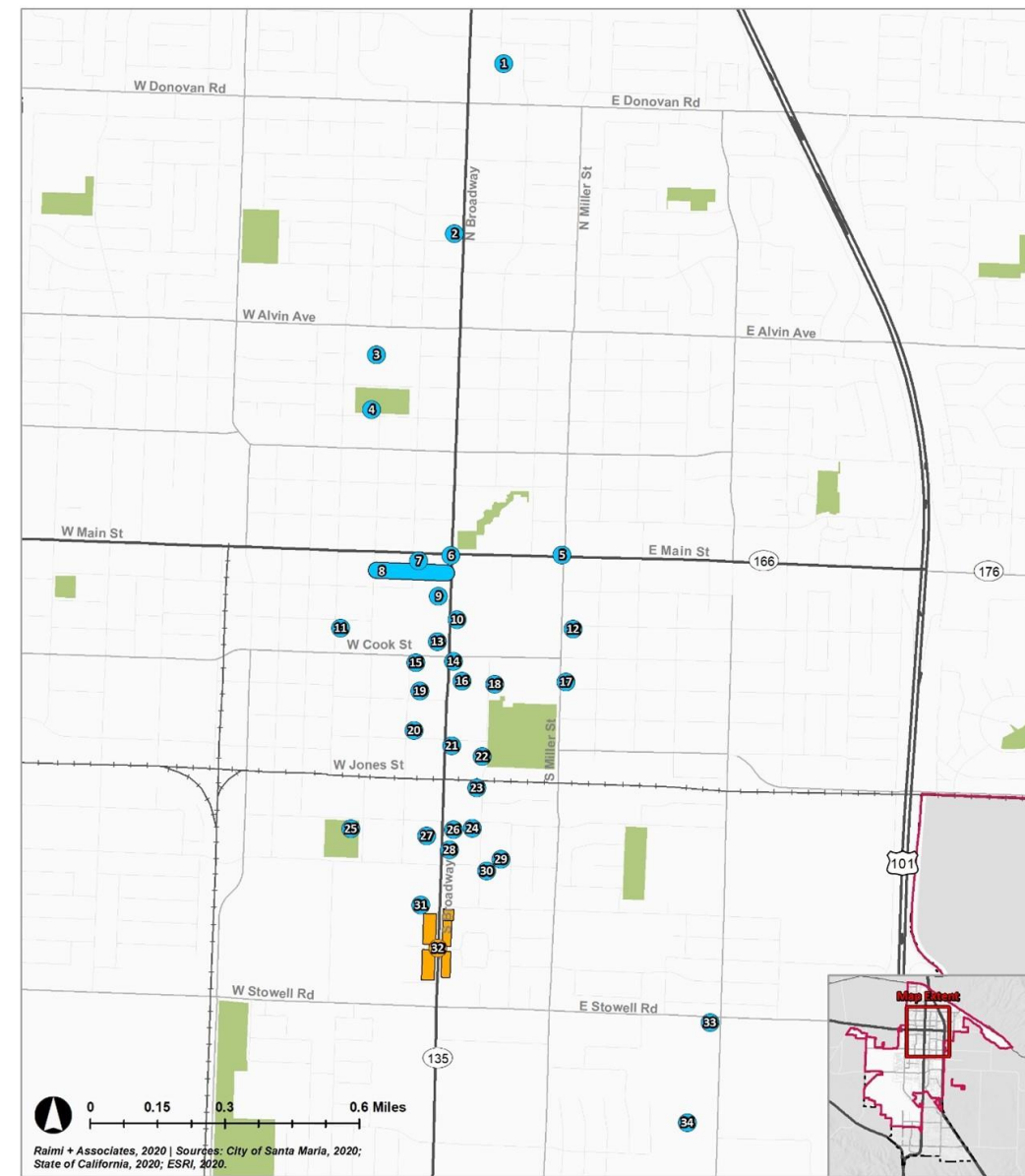
Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
<p>Alternative 1 has <b>lower potential</b> for impacts relative to Alternative 2 and 3.</p> <ul style="list-style-type: none"><li>• There is a potential to encounter archeological and tribal cultural resources in the proposed annexation area east of the city limits. Although much of this area has been disturbed from agricultural activities, the lack of existing urban development and proximity to the Santa Maria River indicates the annexation area may have a potential for archaeological and tribal cultural resources.</li><li>• To ensure no historic resources are impacted, standard mitigation would be to require an archeological evaluation for future development. If a site is found to have a historical resource, efforts should be made to design the project to avoid impacts through compliance with the Secretary of the Interior's Standards.</li><li>• With the right programs in place, these resources may provide some benefit to the character of the community, including through the preservation of these resources and opportunity to educate community members about the history of the area.</li></ul>	<p>Alternative 2 has a <b>higher potential</b> for impacts.</p> <ul style="list-style-type: none"><li>• The infill area is largely built out and contains known historical resources, including 34 landmarks or objects of historical merit, and potentially other yet-to-be identified historical resources which are of historic age but not yet formally evaluated. Relative to Alternative 1, this alternative creates a higher potential for demolition or alteration through redevelopment of parcels. Future development would require additional measures to identify and avoid/mitigate those impacts as applicable. Unless specific and prescriptive measures are put into place to protect and rehabilitate buildings, Alternative 2 could result in demolition or significant remodeling of historical resources along Main and Broadway.</li><li>• To ensure no historic resources are impacted, standard mitigation would be to require all known historic sites and sites with aged buildings (45 years +) to undergo an archeological evaluation. If a site is found to have a historical resource, efforts should be made to design the project to avoid impacts through compliance with the Secretary of the Interior's Standards.</li></ul>	<p>Alternative 3 has a <b>moderate potential</b> for impacts relative to alternative 1 and 2.</p> <ul style="list-style-type: none"><li>• There is a high likelihood of impacts associated with both; historic resources (infill areas) and archeological/tribal cultural resources (annexation areas).</li><li>• Mitigation, as described under Alternative 1 and Alternative 2, could be employed to remediate impacts associated with Alternative 3.</li></ul>

# Cultural and Historic Resources

A total of 34 historical landmarks and objects of historical merit are identified in the City, predominantly located along Broadway and Main Street. These resources are present in developed parts of the city and are near areas of change proposed in Alternative 2 and 3. These resources include historic schools, churches, theaters and other structures that play a role in the character of the downtown. Unless specific and prescriptive measures are put into place to protect and rehabilitate buildings, Alternative 2 and 3 could result in demolition or significant remodeling of historical resources along Main and Broadway.

The City would need to determine how best to balance the desire for new development with the desire to maintain historic character, as well as cultural and tribal resources, by identifying approaches, such as adaptive re-use of historic buildings or preservation protocols in the event cultural resources are identified. Adaptive reuse offers a variety of financial incentives. These include but are not limited to federal and state tax credits for National Register listed properties undergoing qualifying rehabilitation, as well as a range of federal and state grants.

Overall, the preservation of these resources would allow development of key sites while preserving historic, archaeological, and tribal cultural integrity, and could present an opportunity under Alternatives 2 for infill development to be supportive of placemaking and downtown revitalization efforts.



		<ul style="list-style-type: none"> <li>— Santa Maria City Limits</li> <li>- - - Sphere of Influence</li> <li>--- County Boundaries</li> <li>■ Parks</li> <li>— Railroads</li> <li>■ Historic Overlay District</li> <li># Historic Landmarks</li> </ul>	<b>Historic Landmarks and Objects of Historical Merit</b>
1. Santa Maria Civic Theatre	12. Saint Marys Roman Catholic Church	23. Cola Bottling Company	
2. Leo's Drive-In	13. First United Methodist Church	24. Rubel House	
3. Bell at El Camino School	14. Flagpole	25. Buena Vista Park	
4. Veterans' Memorial Community Center	15. Saint Peter's Episcopal Church	26. Landmark Building	
5. Bas Relief of Columbus' Ship	16. City Hall	27. Santa Maria Inn	
6. Four Corners Intersection	17. Orange Street Kindergarten	28. Zanetti Home	
7. Haslam building	18. Reuben Hart Home	29. Franklin House	
8. Heritage Walk	19. Martin Luther Tunnell Home	30. Waller House	
9. First Masonic Temple Site	20. Minerva Club	31. Santa Maria High School	
10. Site of Ruscon's Cafe	21. Site of Santa Maria's first Waterworks	32. Historic Overlay District	
11. Cypress Street Kindergarten	22. John Long House	33. Santa Maria Cemetery District	
		34. Santa Maria Cemetery	



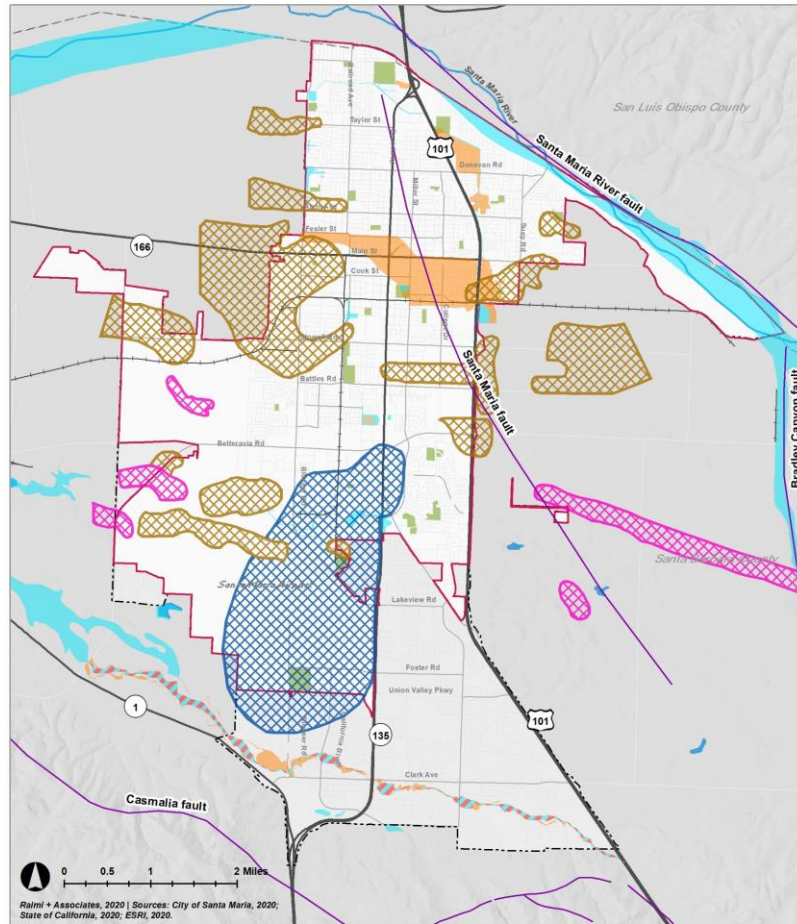
# Air Quality

Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
<p>Alternative 1 has a <b>lower potential</b> for impacts relative to Alternative 2 and 3.</p> <ul style="list-style-type: none"> <li>• New development faces potential for nuisance odors and pesticide-use from agriculture uses. However, this impact is likely to be intermittent.</li> <li>• Potential for near-term health risks from proximity to U.S. 101 which will experience increased traffic.</li> <li>• The conversion of agriculture lands would reduce the use of pesticides and therefore reduce risk of impacts from pesticide drift to all areas of the city, resulting in an overall lower impact to existing land uses.</li> <li>• Pollution exposure from prevailing winds have a potential for heightened impacts in the Annexation scenario as the winds could transfer pollution from both adjacent agricultural sources and the U.S. 101.</li> <li>• Mitigation of traffic air impacts could come through traffic reduction measures such as TDM mechanisms. Mitigation of agricultural pesticide impacts can occur through required buffer distances and air filtration systems.</li> </ul>	<p>Alternative 2 has a <b>higher potential</b> for impacts relative to alternative 1 and 3.</p> <ul style="list-style-type: none"> <li>• Development of the infill area may cause air quality impacts to existing residents from construction in the downtown areas</li> <li>• Increased traffic along already congested roadways may cause impacts to new and existing residents.</li> <li>• New residents in Specific Plan Area 9 may be exposed to existing Toxic Air Contaminants (TACs) from industrial sources.</li> <li>• Risk of impacts from pesticide drift would be relatively consistent throughout the city but would remain relatively high and at the same current levels.</li> <li>• Mitigation of traffic air impacts could come through traffic reduction measures such as TDM mechanisms. TAC impacts could be mitigated through adequate buffer distances and residential filtration system requirements. TAC impacts would be persistent long-term impacts rather than intermittent.</li> </ul>	<p>Alternative 3 has a <b>moderate potential</b> for impacts relative to Alternative 1 and 2.</p> <ul style="list-style-type: none"> <li>• This scenario poses a combination of increased risk from both scenarios. Increased traffic along U.S. 101 and increased traffic along high-volume roadways will impact new and existing residential developments.</li> <li>• Exposure to pesticide drift would occur throughout the city and continue to occur at the same current levels.</li> <li>• Alternative 3 would disperse growth and thereby allow for increased buffers from TAC-producing sources and agricultural uses that produce pesticide/ag. nuisance</li> <li>• Mitigation measures, as described under alternative 1 and alternative 2, can be utilized to remediate impacts associated with alternative 3.</li> </ul>

# Flood and Groundwater Hazards

Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
<p>Alternative 1 has a <b>lower potential</b> for impacts relative to alternative 2 and 3.</p> <ul style="list-style-type: none"><li>• Under this Alternative, shallow perched groundwater is present but has less potential for associated impacts due to the lower level of development proposed in these areas.</li><li>• There is no development proposed in a flood zone.</li><li>• No mitigation is required.</li></ul>	<p>Alternative 2 has a <b>higher potential</b> for impacts relative to alternative 1 and 3.</p> <ul style="list-style-type: none"><li>• The presence of shallow perched groundwater within this scenario (near the airport) has a higher potential to cause liquefaction during an earthquake. Liquefaction occurs when soil that exists below the water table temporarily loses strength during an earthquake. Liquefaction can cause large movements of the ground which can damage or destroy buildings and buried utilities. Through engineering and design, these factors can be mitigated, but present a potential for higher development costs under Alternative 2.</li><li>• The infill development alternative has a higher potential for flood events with a one percent or 0.2 percent annual chance (500-year) flood zones. 500-year flood zones are considered a moderate risk for flooding and therefore requires project-level mitigation during future project development.</li></ul>	<p>Alternative 3 has a <b>moderate potential</b> for impacts relative to alternative 1 and 2.</p> <ul style="list-style-type: none"><li>• Under this Alternative, shallow perched groundwater is present but has less potential for associated impacts due to the lower level of development proposed in these areas.</li><li>• Similar to the Alternative 2, there are areas of potential development within a one percent or 0.2 percent annual chance (500-year) flood zones. 500-year flood zones are considered a moderate risk for flooding and therefore requires mitigation during project development.</li><li>• Mitigation measures, as described under alternative 2, can be utilized to remediate impacts associated with alternative 3.</li></ul>

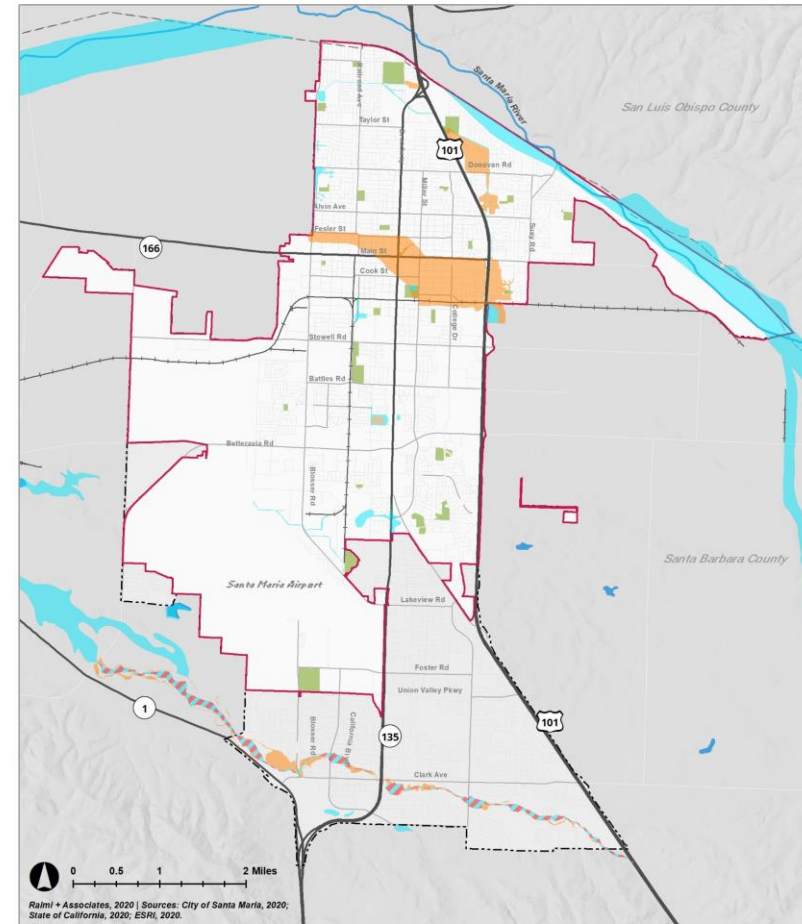
# Flood and Groundwater Hazards



Raimi + Associates, 2020 | Sources: City of Santa Maria, 2020; State of California, 2020; ESRI, 2020.



- Santa Maria City Limits
- Sphere of Influence
- County Boundaries
- Parks
- Water
- Railroads
- Expansive Soils
- Shallow Perched Groundwater
- Steep Slopes
- Earthquake Fault Lines
- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- 0.2% Annual Chance Flood Hazard



Raimi + Associates, 2020 | Sources: City of Santa Maria, 2020; State of California, 2020; ESRI, 2020.



- Santa Maria City Limits
- Sphere of Influence
- County Boundaries
- Parks
- Water
- Railroads
- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- 0.2% Annual Chance Flood Hazard

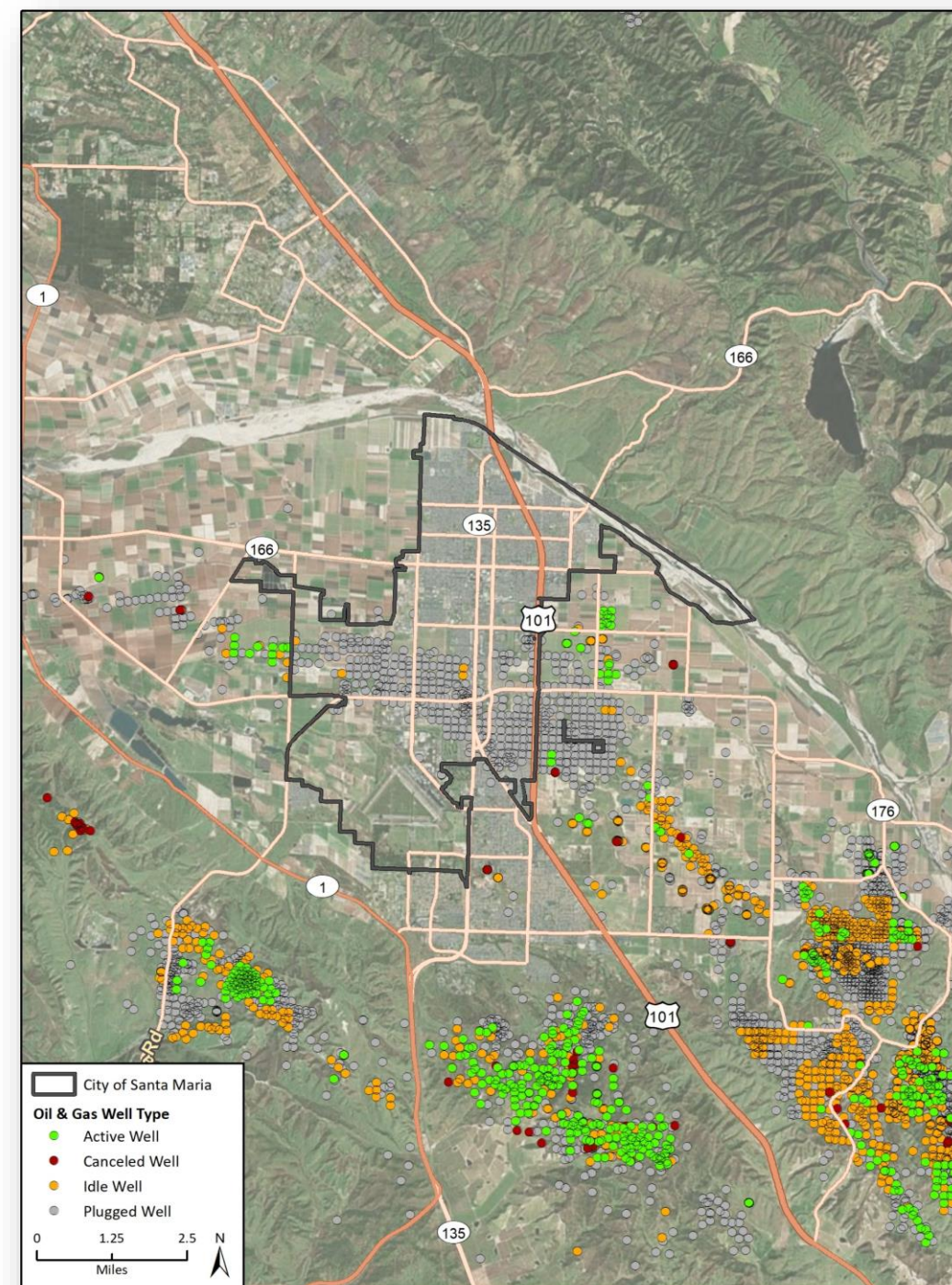
# Oil and Gas Well Hazards

Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
<p>Alternative 1 has a <b>higher potential</b> for impacts from oil/gas wells relative to the other alternatives.</p> <ul style="list-style-type: none"><li>• The annexation area to the east of the City contains a number of “active” wells and a few “idle” wells. Active wells are in current production and proximity to these wells can impact public health, including preterm births, asthma, respiratory disease and cancer. Idle wells are not used for production, injection, or other purposes, but have also not been permanently sealed, which poses a similar yet slightly smaller threat as compared to active wells.</li><li>• In order to mitigate potential health impacts associated with “active” and “idle” wells, City ordinances can be adopted to require well-operators to employ best practice standards beyond state requirements to limit public health impact, to set buffer distances for new projects, and to alert new residents about potential risks associated with well-proximity.</li></ul>	<p>Alternative 2 has a <b>lower potential</b> for impacts from oil/gas wells.</p> <ul style="list-style-type: none"><li>• The infill changes areas included within Alternative 2 do not have any “active” wells. The presence of wells in the change areas proposed for alternative 2 are limited to “plugged” and “idle wells”.</li><li>• Mitigation measures, as described under Alternative 1, can be put in place to insulate the community from impacts associated with proximity to “idle” wells.</li></ul>	<p>Alternative 3 has a <b>moderate potential</b> for impacts from oil/gas wells relative to the other alternatives.</p> <ul style="list-style-type: none"><li>• The annexation areas to the east of the City contain a number of “active” wells. The infill change areas proposed under the Alternative 3 scenario does not have any “active” wells.</li><li>• Mitigation measures, as described under Alternative 1, can be put in place to insulate the community from impacts associated with proximity to “active” and “idle-wells.”</li></ul>

# Oil and Gas Well Hazards

A map of oil and gas wells shows some active wells within Alternative 1 and predominantly plugged and idle wells within the boundaries of the city. Idle wells are not used for production, injection, or other purposes, but have also not been permanently sealed, which poses a smaller threat as compared to active wells. Active wells are in current production and **proximity to these wells can impact public health**, including preterm births, asthma, respiratory disease and cancer.

California passed Senate Bill 1137 in 2022 that significantly limits the California Geologic Energy Management Division from approving a new oil or gas well within 3,200 feet of residential neighborhoods and other sensitive receptors due to the risk to public health. Existing oil and gas wells that are adjacent to sensitive receptors must comply with new noise, odor, light, and pollution standards as well as reporting requirements.



# Agricultural Land Impacts

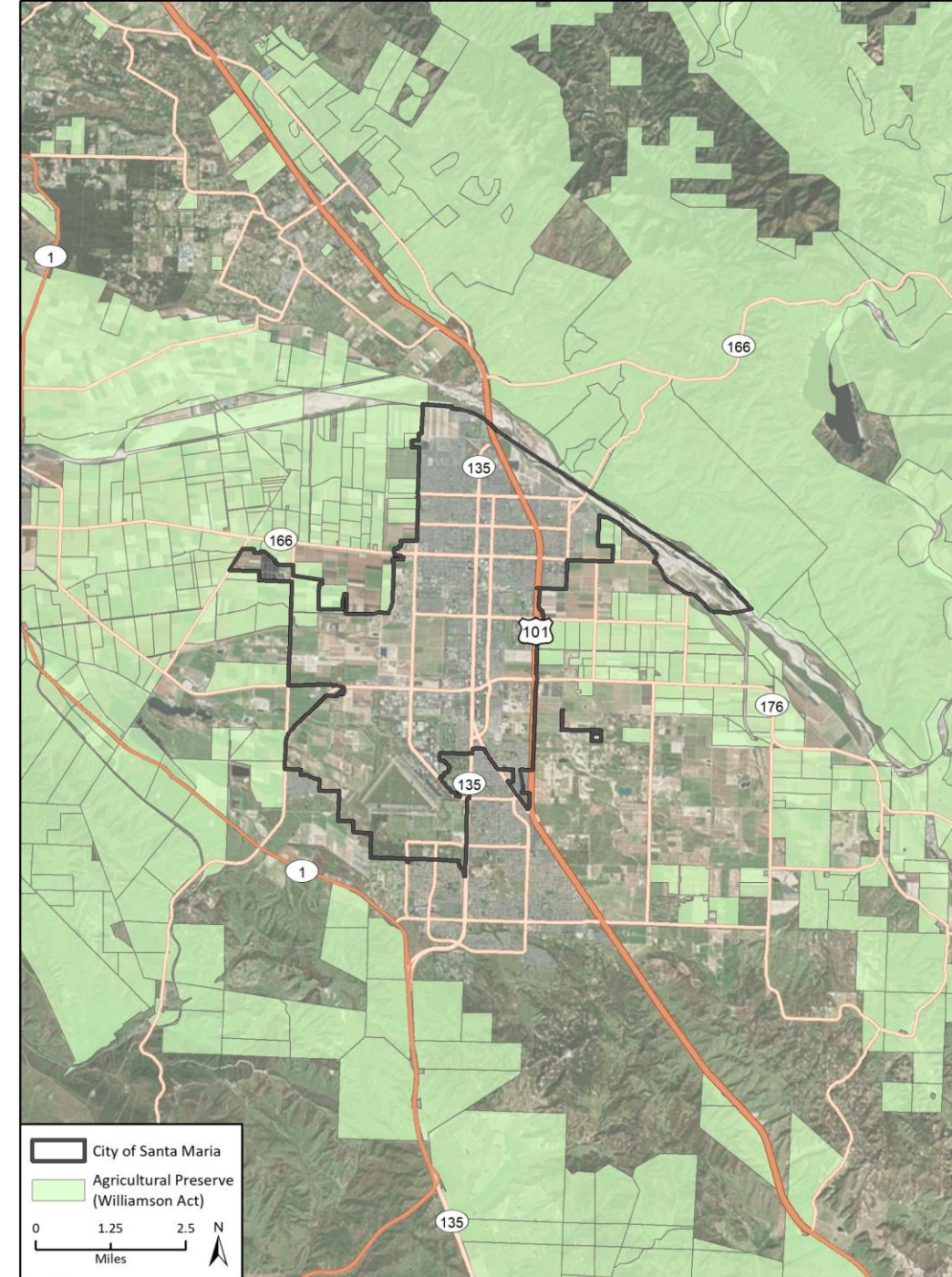
Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
<p>Alternative 1 has a <b>higher potential</b> for impacts relative to alternative 2 and 3.</p> <ul style="list-style-type: none"><li>• Large portions of land designated for preservation within the County's Agricultural Preserve program are in the annexation area. These lands are regulated under the Williamson Act, discussed further on the next slide. Cancellation of Williamson Act contracts requires County review and discretionary action by the Board of Supervisors and is regarded as an option available only under limited circumstances and conditions. Specific findings must be made to cancel a contract. This discretionary process constrains the opportunity for development of the annexation area.</li><li>• Most of the Annexation area is also designated as Prime Farmland. Prime Farmland designation would require additional CEQA requirements at the General Plan EIR level.</li><li>• Mitigation for agricultural conversion impacts would include a mix of avoiding the highest value soils and offsetting impacts through establishment/purchase of agricultural conservation easements (ACEs) on agricultural lands of equal value and equal threat of development.</li></ul>	<p>Alternative 2 has a <b>lower potential</b> for impacts relative to alternative 1 and 3.</p> <ul style="list-style-type: none"><li>• Limited impacts to agricultural land uses would occur.</li></ul>	<p>Alternative 3 has a <b>moderate potential</b> for impacts relative to alternative 1 and 2.</p> <ul style="list-style-type: none"><li>• Similar to Alternative 1, lands are within the County's Agricultural Preserve program and likely to be significantly constrained due to regulations under the Williamson Act.</li><li>• Portions of land are designated as Prime Farmland, increasing CEQA complexity at the General Plan EIR level. If a later project is implementing the changes outline within the General Plan and would not have impacts beyond those outlined within the General Plan EIR, the project level CEQA document wouldn't need to identify any additional impacts. If the project has no new or more severe impacts, an Addendum to the Program EIR can be prepared.</li><li>• Mitigation, as described under Alternative 1 could be employed to remediate impacts associated with Alternative 3.</li></ul>

# Agricultural

## About the Williamson Act

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use.

Large portions of land designated for preservation within the County's Agricultural Preserve program are in the annexation area. In accordance with TAC feedback, some of the lands may be unenrolling and more likely to develop. Lands regulated under the Williamson Act are discussed further on the next slide. Cancellation of Williamson Act contracts requires County review and discretionary action by the Board of Supervisors. This discretionary process **constrains** some opportunity for development of the annexation area unless already in process.



# Noise Impacts

Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
<p>Alternative 1 has a <b>lower potential</b> for impacts relative to alternative 2 and 3.</p> <ul style="list-style-type: none"> <li>Alternative 1 has potential for noise (land use) compatibility issues due to siting residences near U.S. 101.</li> <li>Siting residential next to agricultural uses may result in stationary noise impacts, including from mechanical equipment used by agricultural land uses.</li> <li>Siting residences on the outskirts of town may result in increased traffic noise along local streets as people travel into the downtown.</li> <li>To reduce noise impacts from Alternative 1, the City can require developers to implement mitigation measures to reduce traffic noise (setbacks, sound walls and quiet pavement) and stationary noise (setbacks, sound walls, equipment enclosures and operational restrictions).</li> </ul>	<p>Alternative 2 has a <b>moderate potential</b> for impacts relative to alternative 1 and 3.</p> <ul style="list-style-type: none"> <li>Alternative 2 may cause noise (land use) compatibility issues due to siting residences along major vehicular corridors such as Broadway (SR-135).</li> <li>While construction impacts are temporary, under this alternative, there is potential for more intensive construction noise impacts and cumulative construction noise impacts.</li> <li>Portions of land within Airport Hazard Zone III have potential to be impacted by aircraft noise. Noise-sensitive uses, including schools and hospitals, would be prohibited in this zone and would be less impacted. Residential uses are limited to &lt;4 du/ac within this zone.</li> <li>To reduce noise impacts associated with Alternative 2, the City can require mitigation measures for developers to reduce traffic noise (setbacks, soundwalls, etc.) and limit temporary construction noise (mufflers, silencers, avoiding pneumatic tools, alternatives to pile driving, enclosures, etc.)</li> </ul>	<p>Alternative 3 has a <b>higher potential</b> for impacts relative to alternative 1 and 2.</p> <ul style="list-style-type: none"> <li>Similar to Alternative 1, there is a higher potential for noise (land use) compatibility issues due to siting residences near U.S. 101.</li> <li>Similar to Alternative 2, there is a higher potential for more intensive construction noise impacts and cumulative construction noise impacts in infill areas.</li> <li>To reduce noise impacts associated with Alternative 3, the City can require mitigation measures for construction noise include mufflers, silencers, avoiding pneumatic tools, alternatives to pile driving, enclosures, temporary noise barriers, shrouding, locating staging areas away from sensitive receptors, locating stationary sources (e.g., generators and compressors) away from sensitive receptors, noticing, appointing a complaint coordinator, and idling restrictions.</li> </ul>



# Biological/Critical Habitat Impacts

Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
<p>Alternative 1 has a <b>higher potential for</b> impacts relative to alternative 2 and 3.</p> <ul style="list-style-type: none"><li>• The annexation area is outside the California Tiger Salamander and California Red Legged Frog critical habitat area. However, both species are mobile, therefore this scenario has a higher potential to find special status species in the annexation area as compared to Alternative 2.</li><li>• Identification of a special status species habitat can significantly delay development and contribute to increased costs, requiring complex regulatory permits from state and federal officials. New projects would require a biological resource assessment to identify potential habitat or related resources. Depending on the outcome of the biological assessment, mitigation requiring a CTS Pre-Construction Survey can be employed to remediate impact.</li></ul>	<p>Alternative 2 has a <b>lower potential</b> for impacts relative to alternative 1 and 3.</p> <ul style="list-style-type: none"><li>• There are no areas of impact relative to critical habitat areas in this alternative.</li><li>• A benefit from this scenario is the potential for expansion of the urban forest under existing and future policy.</li></ul>	<p>Alternative 3 has a <b>moderate potential</b> for impacts relative to alternative 1 and 2.</p> <ul style="list-style-type: none"><li>• Same as Alternative 1 for potential habitat impacts in the annexation area and includes the <b>benefit</b> of expanding the City's urban forest.</li><li>• Mitigation measures, as described under Alternative 1, can be utilized to mitigate impacts associated with species habitat.</li></ul>

# Fire Services

Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
<p>Alternative 1 has a <b>lower potential</b> for impacts relative to alternative 2 and 3.</p> <ul style="list-style-type: none"><li>Under Alternative 1, the Fire Department anticipates lower potential for impacts. The Fire Department would be required to invest in tools and programs to accommodate the increase in demand associated with the Annexation scenario, however these investments would be required in all alternative scenarios as they are necessary to accommodate population growth.</li></ul>	<p>Alternative 2 has a <b>higher potential</b> for impacts relative to alternative 1 and 3.</p> <ul style="list-style-type: none"><li>The Fire Department is likely to face higher potential for impacts under Alternative 2 due to the nature of infill development. Impacts are anticipated from parking and traffic impediments associated with infill in Alternative 2, which have the potential to slow down fire engines and increase response times. Additionally, the fire department is likely to require increased investment in infrastructure to accommodate multifamily development types, including an additional Ladder Engine. New construction can offer mitigation if the City adjusts building codes to create disaster resilient buildings (fire resistant walls, HVAC systems, etc.). However, this increases cost of construction.</li></ul>	<p>Alternative 3 has a <b>moderate potential</b> for impacts relative to alternative 1 and 2.</p> <ul style="list-style-type: none"><li>Alternative 3 would have less of an impact on the Fire Department relative to Alternative 2 as it would require less resources to accommodate multifamily development types and would not increase traffic/parking patterns in the infill areas to the same extent as Alternative 2.</li></ul>

# Police Services

Alternative 1: Annexation	Alternative 2: Infill	Alternative 3: Hybrid
<p>Alternative 1 has a <b>higher potential</b> for impacts relative to alternative 2 and 3.</p> <ul style="list-style-type: none"><li>Under Alternative 1, the Police Department anticipates higher potential for impacts as they would incur longer drive times. To accommodate broader footprint, the Department creates reporting areas distinct from the Department Station. Currently there are 4 reporting stations. Under Alternative 1, the Department would likely require an additional 1 to 2 reporting station where they can patrol the eastside of town adequately.</li></ul>	<p>Alternative 2 has a <b>lower potential</b> for impacts relative to alternative 1 and 3.</p> <ul style="list-style-type: none"><li>Under Alternative 2, the Police Department is anticipated to have lower potential for impacts as they would not require an additional reporting station.</li></ul>	<p>Alternative 3 has a <b>moderate potential</b> for impacts relative to alternative 1 and 2.</p> <ul style="list-style-type: none"><li>Under Alternative 3, the Police Department anticipates moderate potential for impacts, requiring 1 additional reporting station to accommodate the increased eastern footprint.</li></ul>

# Summary and Key Findings of the Environmental Analysis

# Environmental Constraints Summary

The following table provides a high-level summary of the level of constraints associated with each alternative for various environmental topic areas. The summary of constraints considers severity of constraint and ease of potential mitigation. Fewer dots represent less severity of constraint and greater ease of potential mitigation.

Topic Area	Alt. A: Annexation	Alt. B: Infill	Alt. C: Hybrid
Cultural and Historic Resources	● ○ ○	● ● ●	● ● ○
Air Quality	● ○ ○	● ● ●	● ● ○
Geologic and Flood Hazards	● ○ ○	● ● ●	● ● ○
Oil and Gas Well Hazards	● ● ●	● ○ ○	● ● ○
Agricultural	● ● ●	● ○ ○	● ● ○
Noise	● ○ ○	● ● ○	● ● ●
Biological/Critical Habitat	● ● ●	● ○ ○	● ● ○
Fire Services	● ○ ○	● ● ●	● ● ○
Police Services	● ● ●	● ○ ○	● ● ○

# Key Findings from the Environmental Analysis

- Unless specific and prescriptive measures are put into place to protect and rehabilitate buildings, Alternatives B and C could result in demolition or significant remodeling of **historical resources** along Main and Broadway. If measures are put into place, infill development offers the City the opportunity to be supportive of placemaking and downtown revitalization efforts, which are potential benefits.
- Alternative B poses a higher potential for constraints linked with **liquefaction and shallow perched groundwater**. Critical factors such as soil profile and groundwater elevation play a role in the movement, drainage, and stability of soils. Through engineering and design, these factors can be mitigated, but present a potential for higher development costs under Alternative B.
- **Active oil and gas wells** located outside the City boundary would pose public health risks to new residents and other sensitive receptors under Alternatives A and C. It is recommended that the City implement distance and mitigation requirements for new development in close proximity to existing active wells.
- Land under the **Williamson Act contract** is constrained under Alternatives A and C. There are established processes to unencumber properties from the restrictions imposed by the Williamson Act. The process includes either immediate cancellation of the contract, which requires County Board of Supervisor action and is outside the City's discretionary review, or unenrollment over a 9-year period. Both would take place under processes administered by Santa Barbara County and significantly limit development potential. However, there is indication that some properties are undergoing an unenrollment process which could reduce the scale of this impact.
- A higher potential for **biological constraints**, including the presence of protected species, exists under Alternatives A and C because it is undeveloped and in a greenfield area. While these species are not currently mapped within the annexation area, biological surveys could result in a discovery of protected species which is likely due to migratory patterns and habitat suitability.
- All three alternatives have potential for **emergency service** impacts. Alternative A has the potential for higher yet mitigatable logistical impacts for police services, while Alternative B has the potential to cause higher impacts to fire service response times that are not easily mitigatable.

# Mobility Analysis

# Purpose of the Mobility Analysis

- The three land use alternatives were evaluated to understand existing multimodal facilities and future needs.
- The analysis assumed planned improvements and improvements identified in the Active Transportation Plan (ATP) would be implemented.
- Vehicular traffic impacts of the three alternatives were assessed relative to:
  - Level of service (LOS) at select locations
  - Vehicle to capacity ratios (V/C ratios)
  - Vehicle miles traveled (VMT).



# Findings of the Traffic Analysis

- There were no distinguishable traffic differentiators to the three land use alternatives in relation to the congestion on the roadways.
- In all three land use alternatives:
  - Many roadways have opportunities for road diets.
  - Many roadways will reach or exceed capacity thresholds.
  - Therefore, it is important to invest in alternative modes of transportation.
- Annexation in Alternatives A and C requires investments in new roadways, transit, and active transportation networks outside of City limits in order to keep VMT within allowable thresholds.

# Recommendations from Mobility Analysis

- It is recommended that the City implement various mobility improvements (shown below), some of which are common to all alternatives and some that are unique to certain alternatives.
- Recommended improvements can guide transportation capital improvements and complement recommendations from existing plans.

Mobility Factor	Mobility Improvements for All Land Use Alternatives	Mobility Alternatives		
		Alternative A: Annexation	Alternative B: Infill	Alternative C: Hybrid
<b>Vehicular Network</b>		Requires new roadways		Requires new roadways
<b>LOS &amp; Congestion</b>	Congestion mitigation required on SR 135, Main Street (SR 166), and Betteravia	LOS mitigation required	Slightly more LOS mitigation required	LOS mitigation required
<b>VMT</b>	Strive for jobs-housing balance, alternative commute modes, and CEQA VMT Threshold compliance	VMT mitigation required		VMT mitigation required
<b>Active Transportation Network</b>	Implement ATP	Network expansion required		Network expansion required
<b>Road Sections and Diets</b>	Update roadway sections; implement road diet policy			
<b>Transit System</b>		New services required		New services required
<b>Emerging Technologies</b>	Adopt appropriate technologies			

# Economic Analysis

## Purpose of the Economic Analysis

- The purpose of the high-level economic analysis was to estimate net new demand by 2050 for housing units and commercial land uses and compare it to the new capacity allowed in each land use alternative.
- Net new demand = incremental growth over existing base amount by land use category

# Changes in Capacity by Alternative

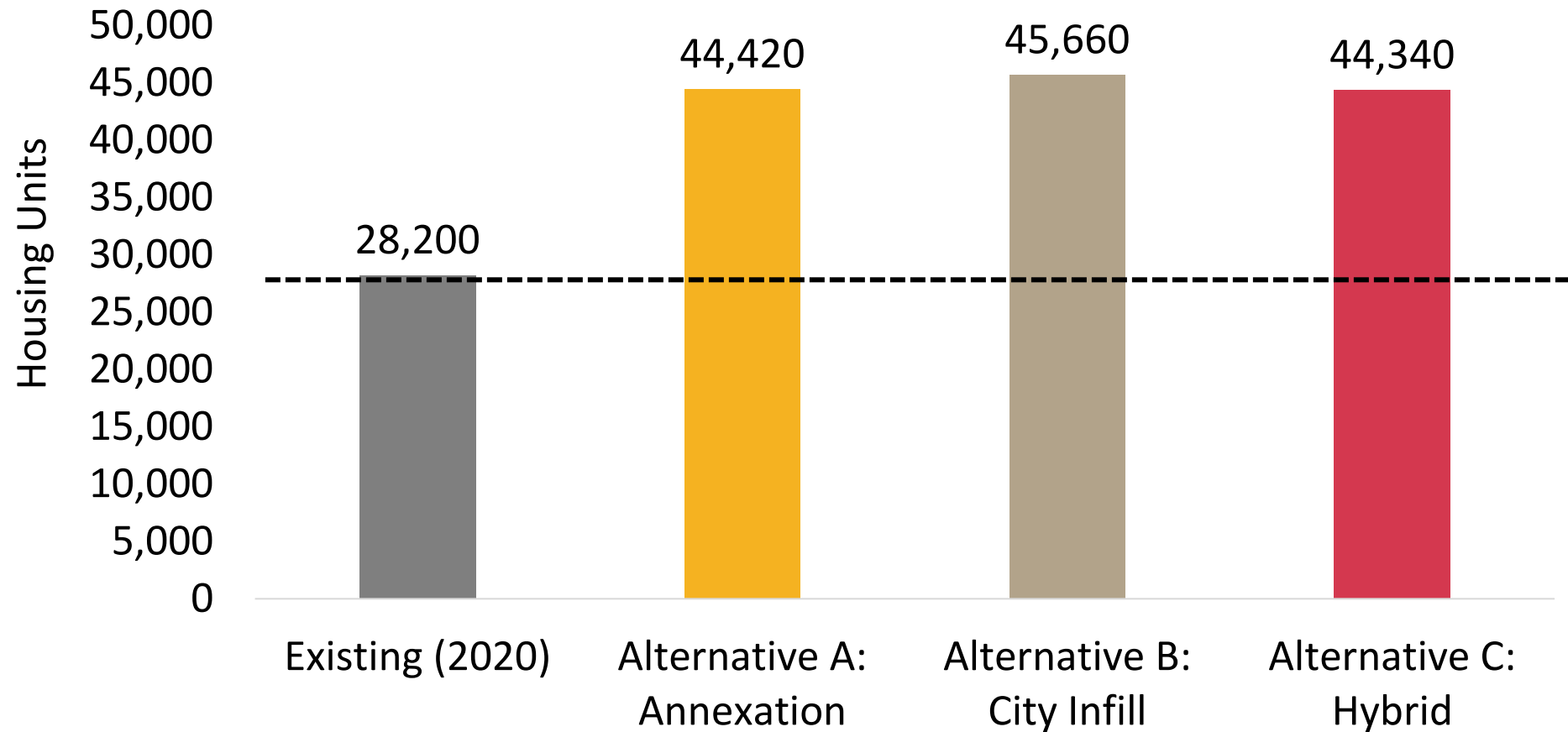
	Existing	Alternative A: Annexation <sup>3</sup>	Alternative B: City Infill <sup>3</sup>	Alternative C: Hybrid <sup>3</sup>
<b>Housing Units</b>	28,200 <sup>1</sup>	44,420	45,660	44,340
<b>Retail sf.</b>	13,038,379 <sup>1,2</sup>	21,806,708	20,061,667	18,693,970
<b>Office sf.</b>	11,391,637 <sup>2</sup>	19,817,768	13,943,569	14,127,726
<b>Industrial sf.</b>	83,903,530 <sup>2</sup>	88,551,242	82,147,495	83,278,635

<sup>1</sup> Existing (2020) total

<sup>2</sup> Capacity under the current General Plan

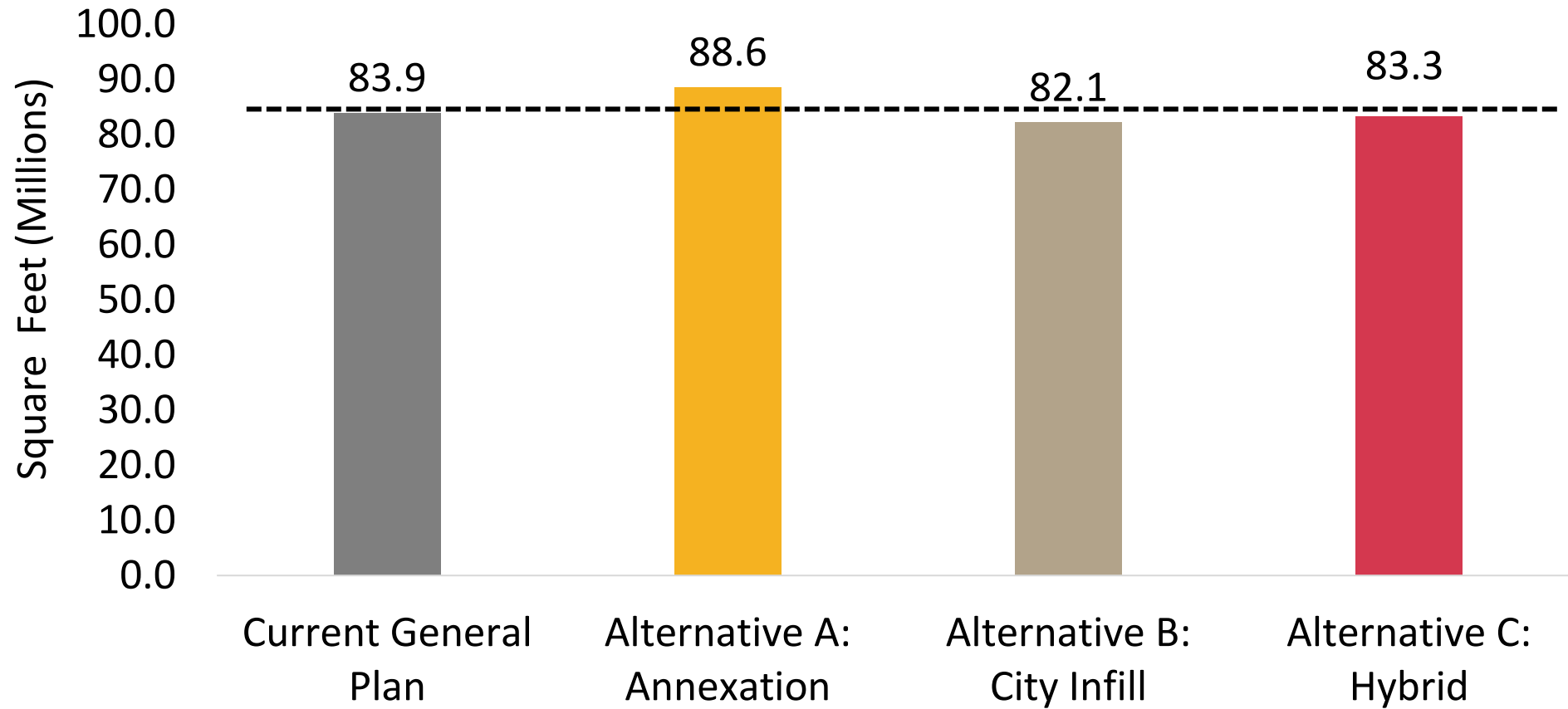
<sup>3</sup> Figures represent the maximum potential buildout under each alternative

# Alternatives Housing Unit Capacity



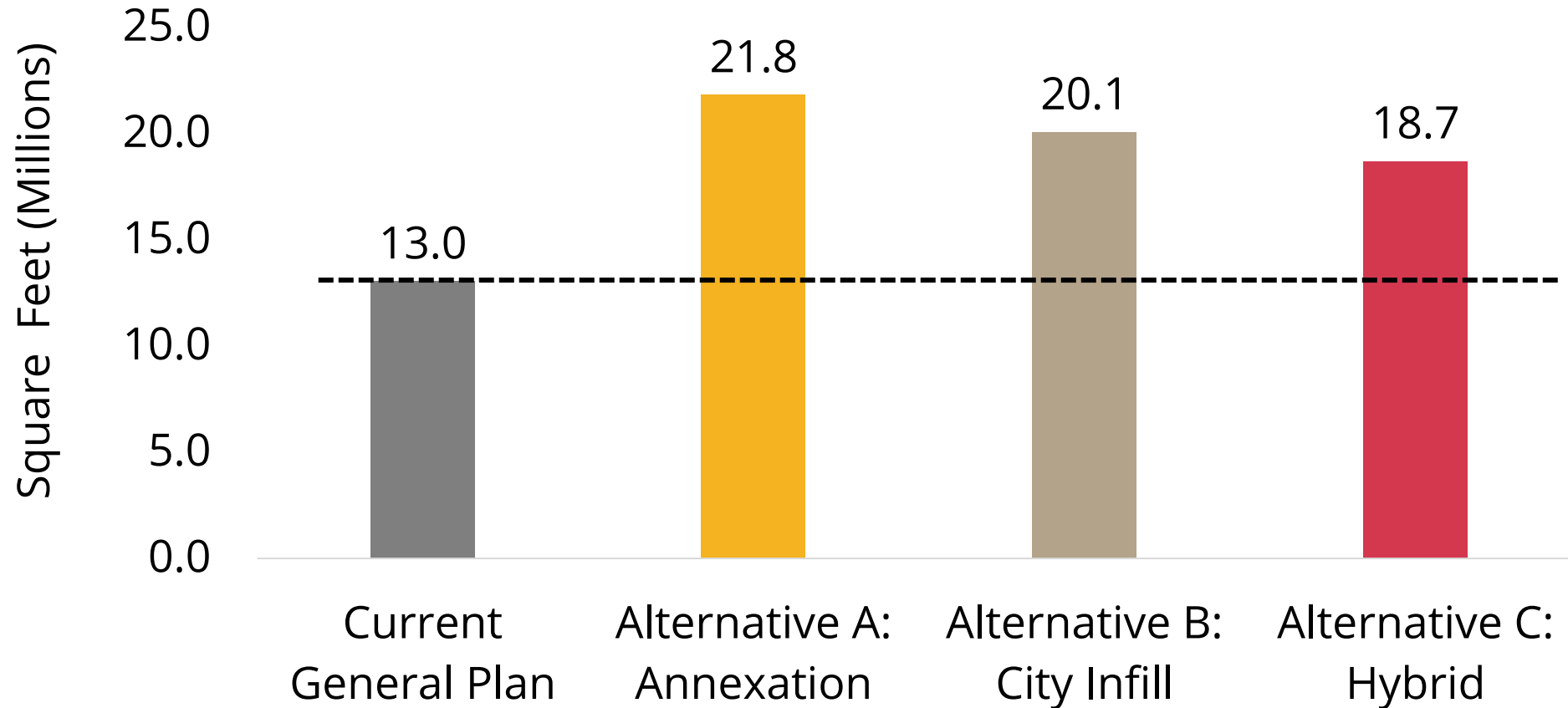
\*Figures represent the maximum potential buildout under each alternative

# Alternatives Industrial Capacity



\*Figures represent the maximum potential buildout under each alternative

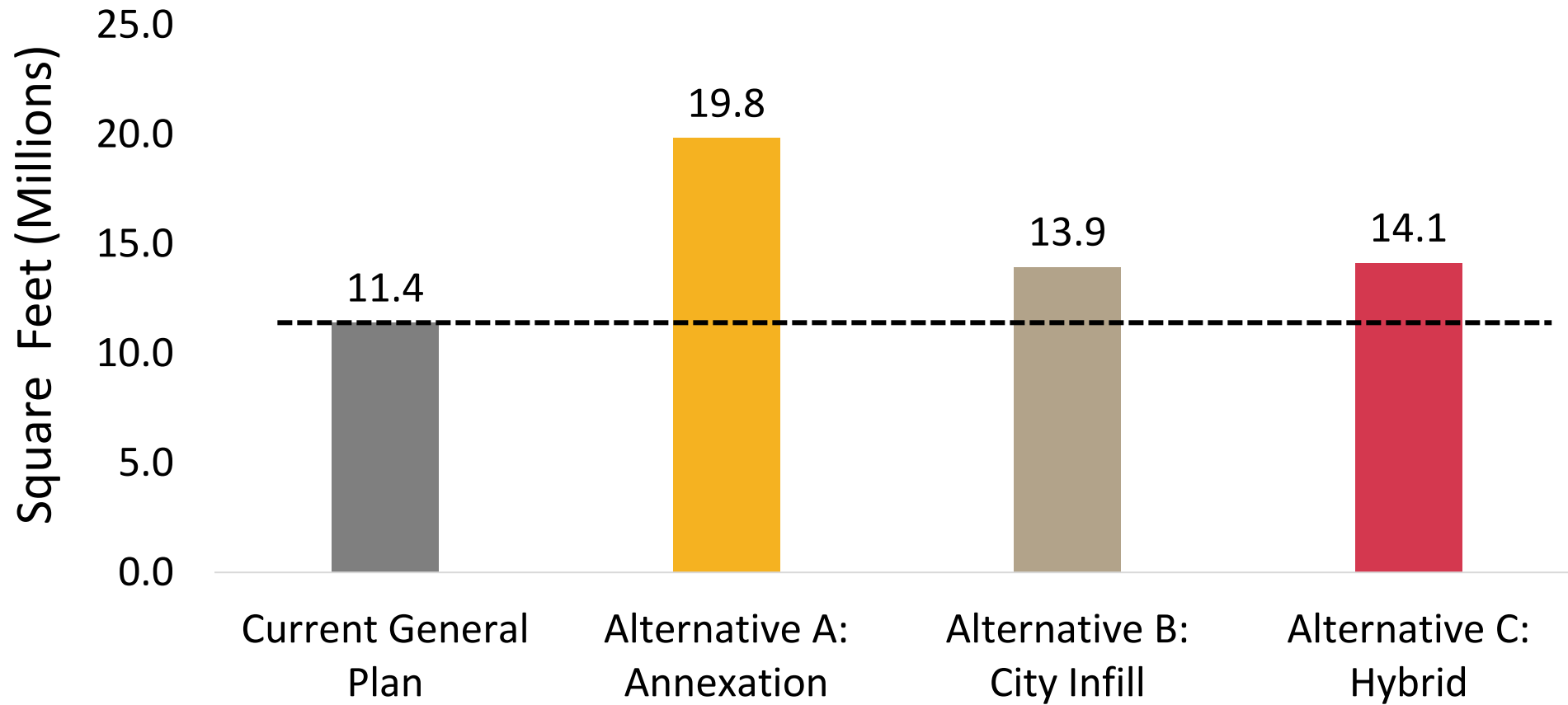
# Alternatives Retail Capacity



\*Figures represent the maximum potential buildout under each alternative



# Alternatives Office Capacity



\*Figures represent the maximum potential buildout under each alternative

# Alternatives Capacity Summary

- Similar increase in housing units across alternatives
- Comparable increase in retail space capacity across alternatives
- Alternative A has a greater increase in industrial and office space capacity relative to Alternatives B and C.

# Market Demand Methodology

- **Estimating 2050 Net New Demand** (2022 – 2050)
- Assumptions on space demand reflect **industry standards**
- Inputs based on the **best available data from external sources**

# Market Demand Key Assumptions

## Santa Barbara County 2050 Projections (SBCAG)

	2017	2050	Net New
Jobs	28,200 <sup>1</sup>	44,420	45,660
Households	13,038,379 <sup>12</sup>	21,806,708	20,061,667

## Santa Maria 2019 Employment (LEHD)

Jobs (2019)	% Santa Barbara County Jobs (2019)	Growth 2011 to 2019	% Santa Barbara County Jobs Growth
38,319	22.6%	6,144	30.6%

# Housing Market Demand

## Key Assumptions

- Santa Maria share of Santa Barbara County Household Growth 2000 to 2021 = **46.7%** (Census, 2000; ACS 5-Year Est. 2021)

## Estimated Demand 2022 - 2050

- **15,072 housing units** (net new)

# Industrial Market Demand

## Key Assumptions

- Industrial-based jobs % of Santa Maria jobs = **12.1%** (LEHD, 2019)
- Average gross square feet (sf) per industrial production employee = **500 sf** (LWC, 2023)

## Estimated Demand 2022 - 2050

- **914,827 sf** (net new)

\*500 sf. per industrial employee is an industry standard assumption for manufacturing, but space per employee for warehousing and distribution uses is much larger (about 1,000 sf. per employee).

# Retail Market Demand

## Key Assumptions

- **15,072** households and **11,195 workers** (net new)
- Local expenditure per household = **\$11,329.99** (ESRI, 2022)
- Local expenditure per worker = **\$3,598.48** (ICSC Research, 2012; BLS, 2022)
- Average retail sales per sf. = **\$325** (LWC, 2023)

## Estimated Demand 2022 - 2050

- **649,393 sf** (net new)

# Office Market Demand

## Key Assumptions

- Office-based jobs % of Santa Maria jobs = **14.0%** (LEHD, 2019)
- Average gross square feet (sf) per office employee = **250 sf** (LWC, 2023)

## Estimated Demand 2022 - 2050

- **530,416 sf** (net new)

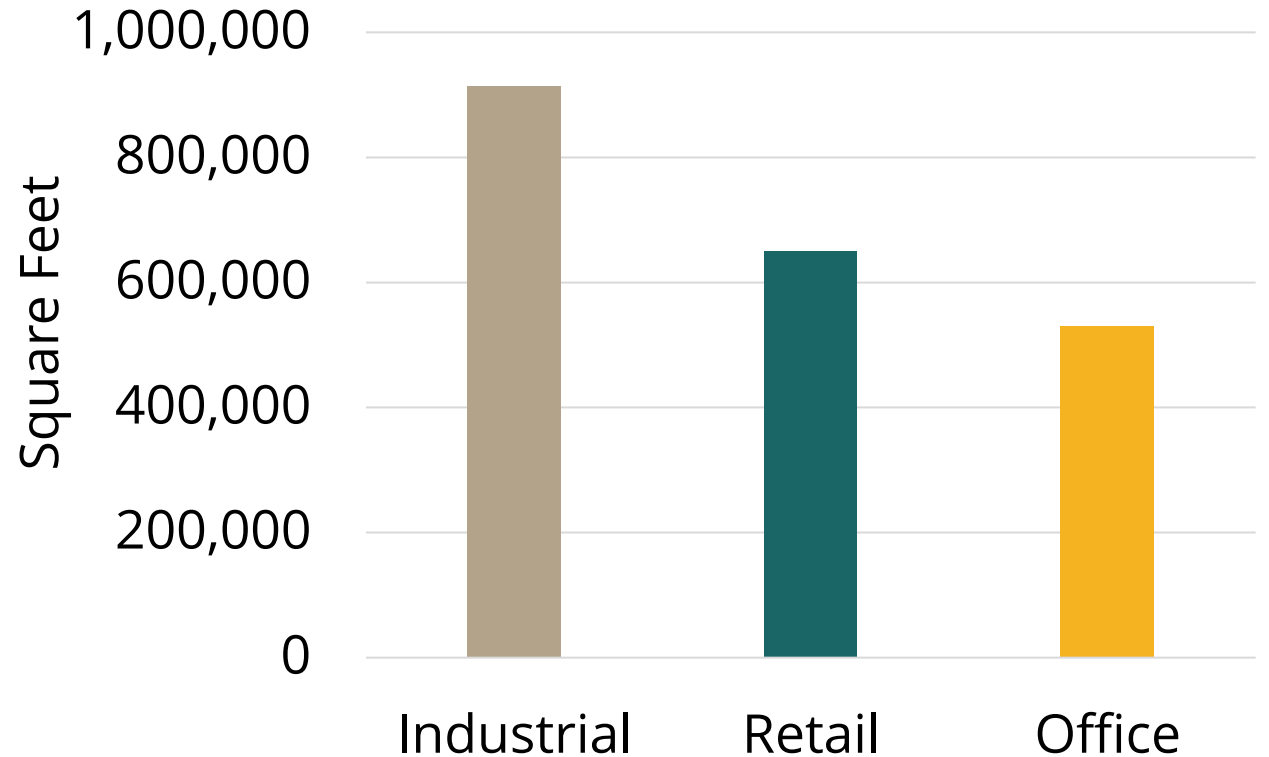
\*250 sf. per office employee is an industry standard assumption, however, some sources suggest a trend toward less space per office employee.



# Market Demand Summary

## Net New Demand

- **Residential:** 15,072 units
- **Industrial:** 914,827 sf
- **Retail:** 649,393 sf
- **Office:** 530,416 sf

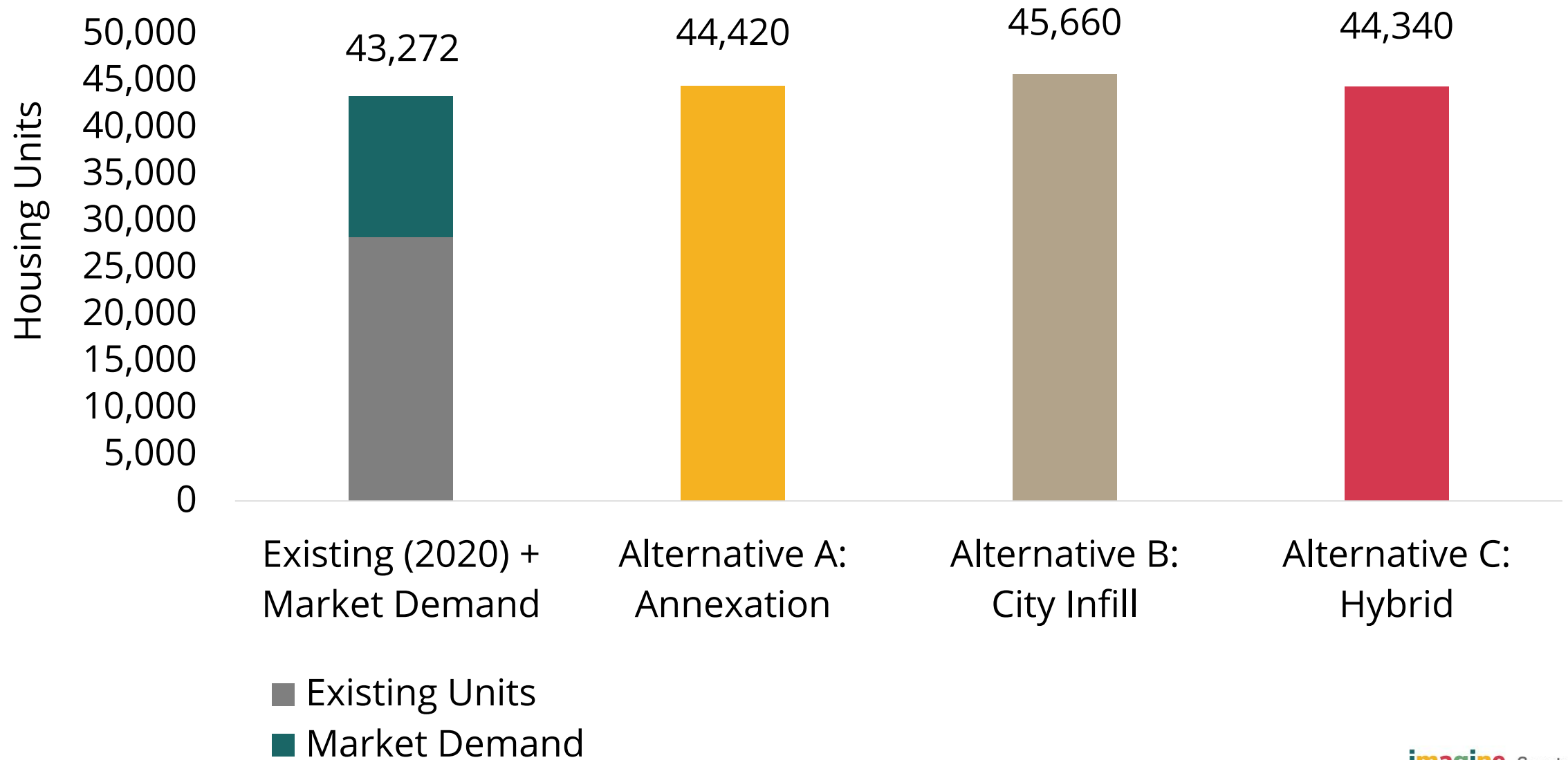


# Key Findings

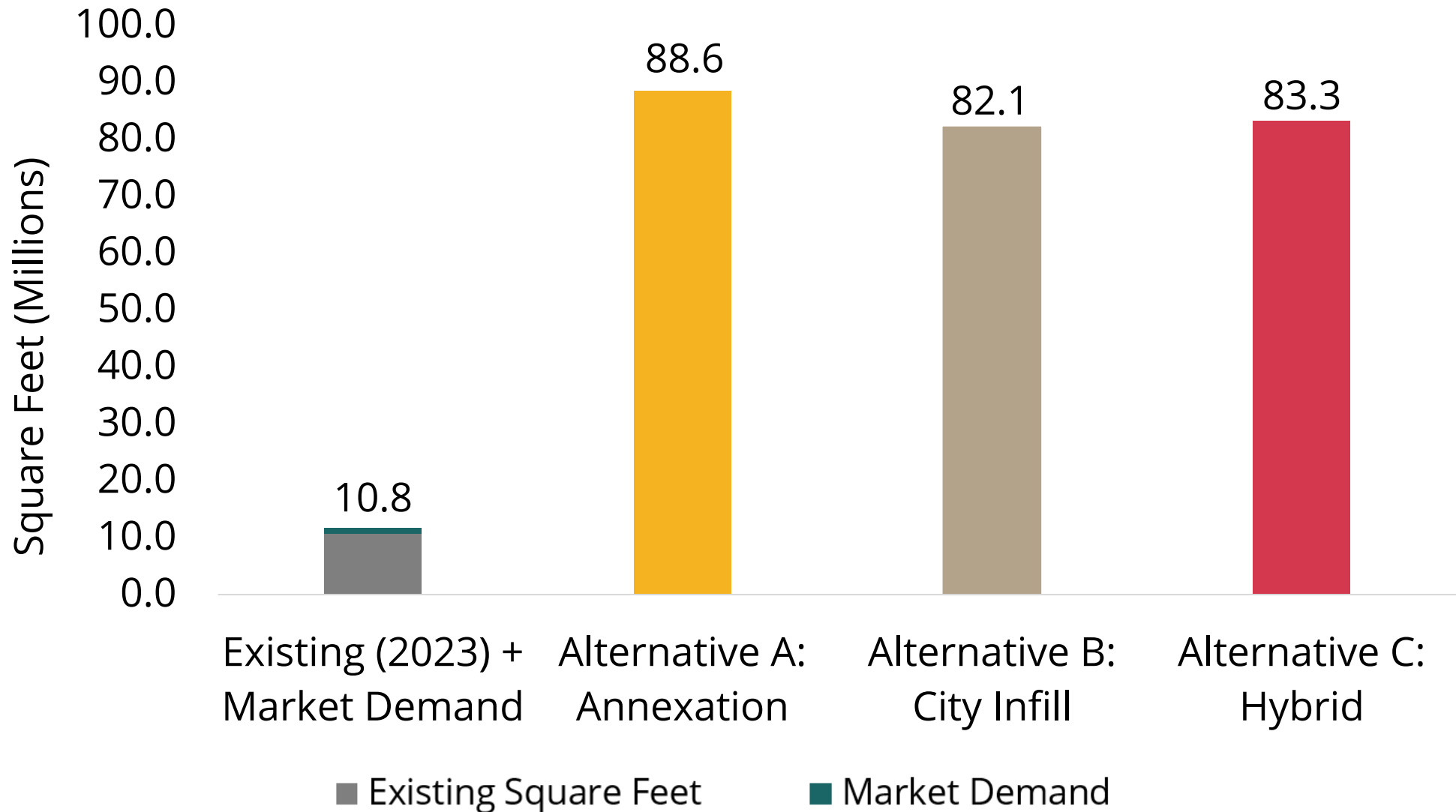
- All land use alternatives allow sufficient capacity for forecasted market demand for housing, retail, office, and industrial.<sup>1</sup>
- **Alternative B** provides the greatest excess capacity for new housing units.
- **Alternative A** provides the greatest excess capacity for industrial, retail, and office space.

<sup>1</sup>It is likely that existing industrial space is lower than the current General Plan total industrial capacity, and therefore it is likely that there is sufficient capacity for forecasted industrial market demand in all alternatives.

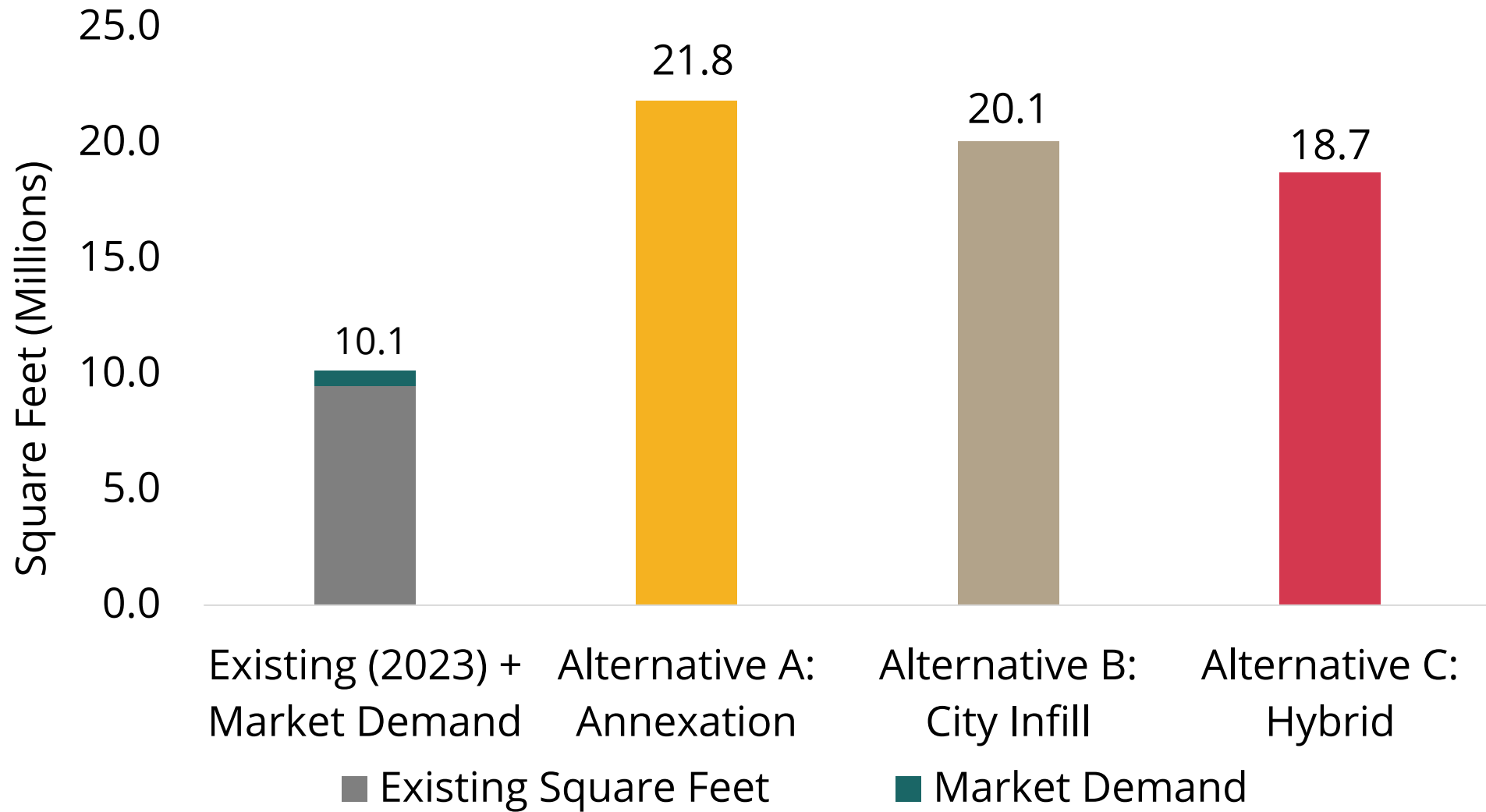
# Residential Key Findings



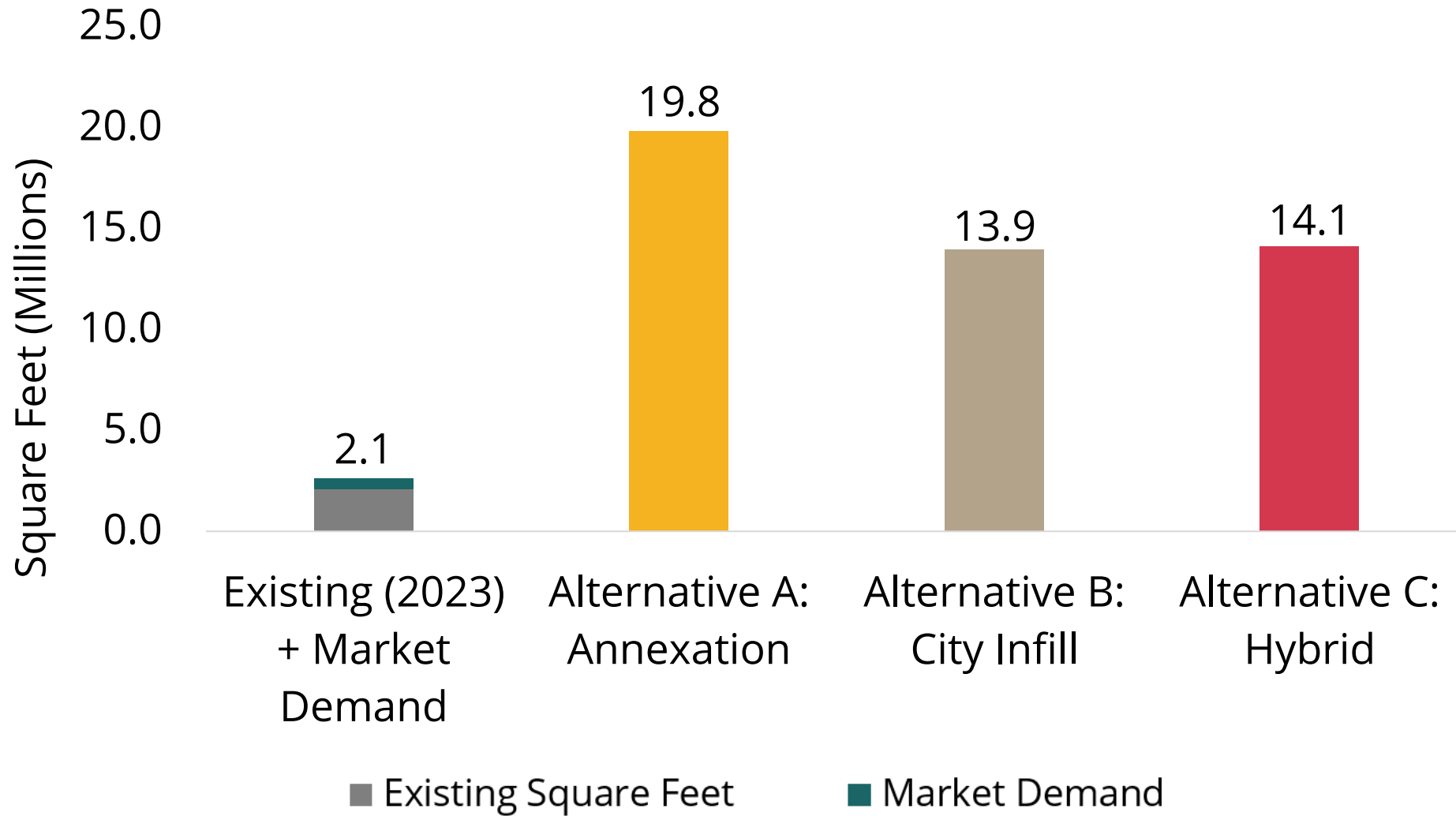
# Industrial Key Findings



# Retail Key Findings



# Office Key Findings



# Fiscal Analysis

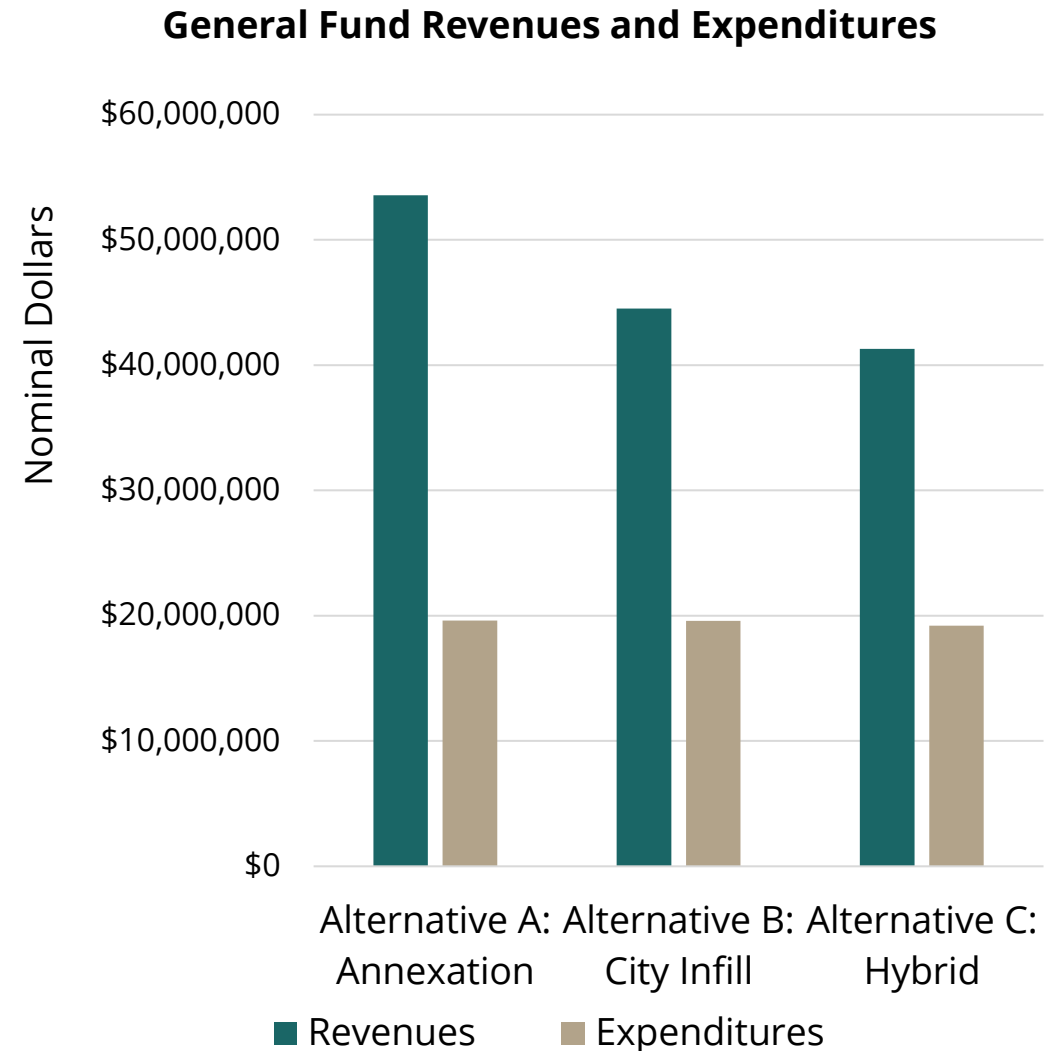
# Purpose and Methodology of the Fiscal Analysis

- Purpose of this analysis is to assess estimated new revenues and expenditures to the City of Santa Maria's General Fund based on the three land use alternatives.
- What assumptions is this analysis based on?
  - Estimated new revenues and expenditures are calculated based on allowed land uses and development intensities of the three alternatives.
  - Full buildout capacity is assumed to occur by the year 2050.
- Evaluates fiscal impacts in 5-year increments through the year 2050, which enables an assessment of fiscal impacts during various phases of development.
- The full methodology and results are detailed in a technical memo.



# Key Findings

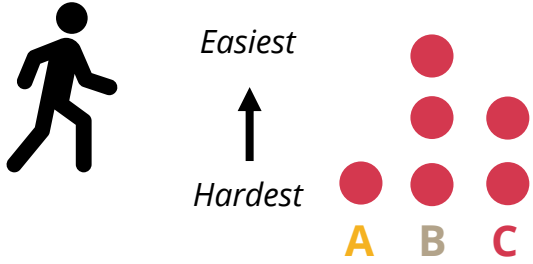
- All three alternatives are estimated to have a **positive fiscal impact** on the City's General Fund at full buildout in 2050.
- When Measure U is included in fiscal impact calculations, each alternative is estimated to generate greater new revenues to the General Fund.
  - **Alternative A** generates the highest net revenues of the three alternatives.
- Each alternative is estimated to have a **positive fiscal impact** on the City's General Fund during each 5-year period from 2020 to 2050.



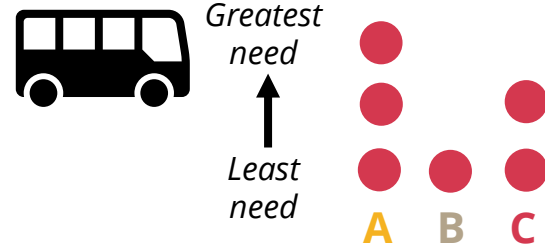
# Conclusion

# Summary of Findings

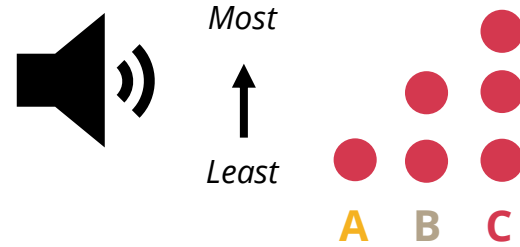
## Ease of walkability



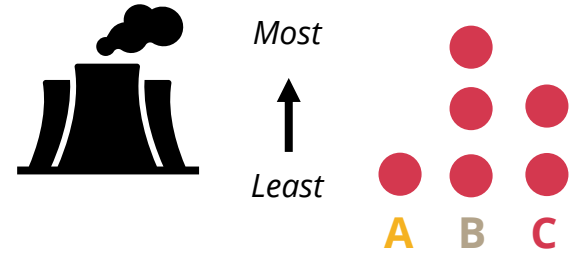
## Need for new roadways, street networks, transit



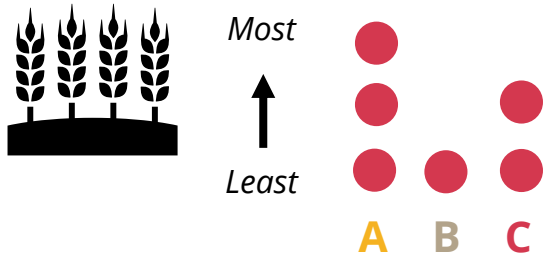
## Noise Impacts



## Air quality impacts



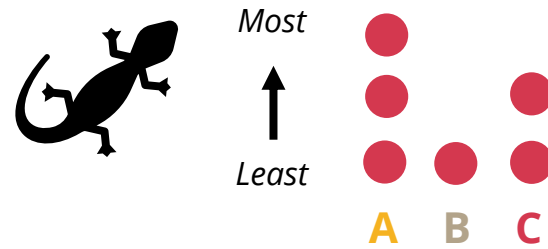
## Development on agricultural + greenfield land



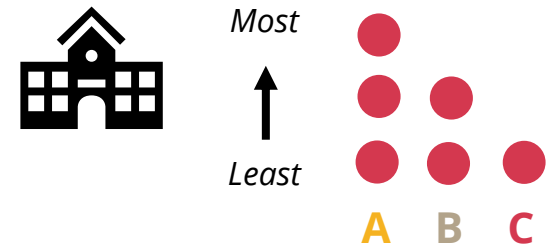
## Traffic Impacts



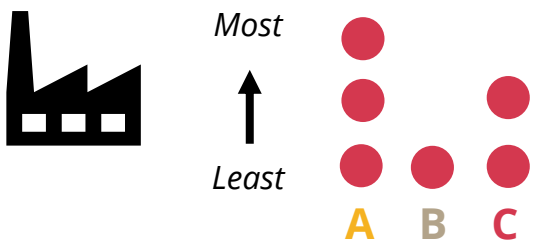
## Development on biological/ critical habitat



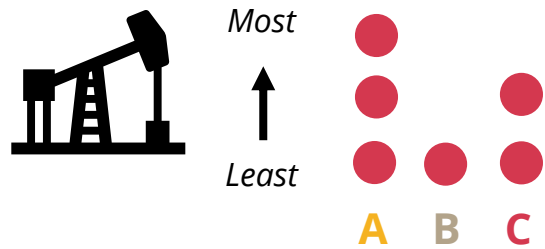
## Non-residential building capacity



## Emissions per capita



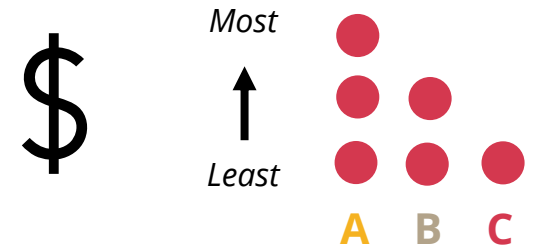
## Oil + gas well hazard impacts



## Emergency services impacts

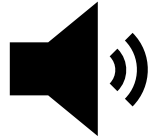


## Amount of new revenues for the City

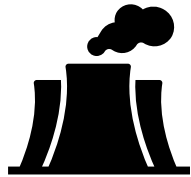


# Tradeoffs between Alternatives A and B

Benefits of **Alternative A**  
compared to Alternative B:



Less noise impacts



Less air quality impacts



More non-residential building capacity



Greater new City revenues

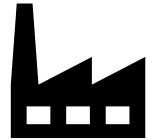
Benefits of **Alternative B**  
compared to Alternative A:



More walkable



Less development on agricultural and greenfield land



Lower emissions per capita



Less need for new roadways, street networks, + transit



Less oil + gas well hazard Impacts



Less development on biological/critical habitat