

DRAFT

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

**ERNEST RIGHETTI HIGH SCHOOL NEW MAINTENANCE AND
OPERATIONS BUILDING**

941 EAST FOSTER ROAD

SANTA MARIA, CALIFORNIA 93455



**School Site Solutions, Inc.
March 2021**

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SANTA MARIA, CALIFORNIA 93455

Submitted to:

Santa Maria Joint Union High School District
2560 Skyway Drive
Santa Maria, California 93455

Prepared by:

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March 2021

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LIST OF ABBREVIATIONS AND ACRONYMS

AB 32	Assembly Bill 32
APN	Assessor's Parcel Number
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CH ₄	methane
CNDDB	California Natural Diversity Database
CNG	Compressed natural gas
CO	Carbon monoxide
CO _{2e}	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	Environmental Protection Agency
FHSZ	Fire hazard severity zones
GAMAQI	Guidelines Assessing and Mitigating Air Quality Impacts
GHG	Greenhouse gas
LNG	Liquefied natural gas
LOS	Level of service
LRA	Local Responsibility Areas
MT CO _{2e}	Metric tons carbon dioxide equivalent
N/A	Not applicable
N ₂ O	Nitrous oxide
NAHC	Native American Heritage Commission
NO _x	Nitrogen oxide
O ₃	Ozone
OSHA	Occupational Safety and Health Administration
PI	Professional and Institutional
PM ₁₀	Particulate matter diameter 10 millimeters
PM _{2.5}	Particulate matter diameter 2.5 millimeters
PPV	Peak particle velocity
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
ROC	Reactive organic compound
SBCAPCD	Santa Barbara County Air Pollution Control District
SCCAB	South Central Coast Air Basin
SLOCAPCD	San Luis Obispo County Air Pollution Control District
SMRL	Santa Maria Regional Landfill
SO _x	Sulfur oxide

SRA
TAC
VHFHSZ
VMT

State Responsibility Areas
Toxic air contaminant
Very High Fire Hazard Severity Zone
Vehicle miles traveled

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1.0 PROJECT INFORMATION

1. Project Title:

Ernest Righetti High School New Maintenance and Operations Building

2. Lead Agency Name and Address:

Santa Maria Joint Union High School District
2560 Skyway Drive
Santa Maria, California 93245

3. Contact Person and Phone Number:

Marybeth Gallas, (805) 922-4573, ext. 4806

4. Project Location:

941 East Foster Road
Santa Maria, CA 93455

5. Project Sponsor's Name and Address:

N/A

6. General Plan Designation:

Educational Facility

7. Zoning:

Professional and Institutional (PI)

8. Description of Project:

The District proposes the construction and operation of a new maintenance and operations building on Assessor's Parcel Number (APN) 107-200-012 of the Ernest Righetti High School campus (APNs 107-200-012 and 107-200-013). The proposed 3,480-square foot building will consist of 2 maintenance bays, office, break room, laundry, toilet, and miscellaneous rooms.

The new building will include electrical and mechanical systems, and flooring, tile, ceilings, and paint will be applied.

Existing soil will be removed and new concrete paving, asphalt, and sod will also be installed. Exterior and interior lighting will be installed.

9. Surrounding Land Uses and Setting:

Single-Family Residential (as designated by the Santa Barbara County General Plan) is located north, south, and west, of the project area. East of the project area is Knollwood Village, a 55+ community with a land use designation of Mobile Home Planned Development. Southeast of the project area, beyond the intersection of South Bradley Road and East Foster Road is St. Joseph High School. Along the northern border of APN 107-200-012, is St. Andrew United Methodist Church (with a land use designation of General Commercial).

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

- California Department of Education, School Facilities and Transportation Unit
- Department of Toxic Substance Control
- Division of the State Architect
- California State Clearing House
- Native American Heritage Commission
- California Regional Water Quality Control Board

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The District requested a Sacred Lands File search from the Native American Heritage Commission on February 21, 2021. Pursuant to AB 52, the District contacted the nine tribal representatives on the list on March 8, 2021. To date, the District has received no responses from tribal representatives. In the event that the tribal representatives express interest in the project and/or the project area, the District will coordinate with the tribes to address any concerns.

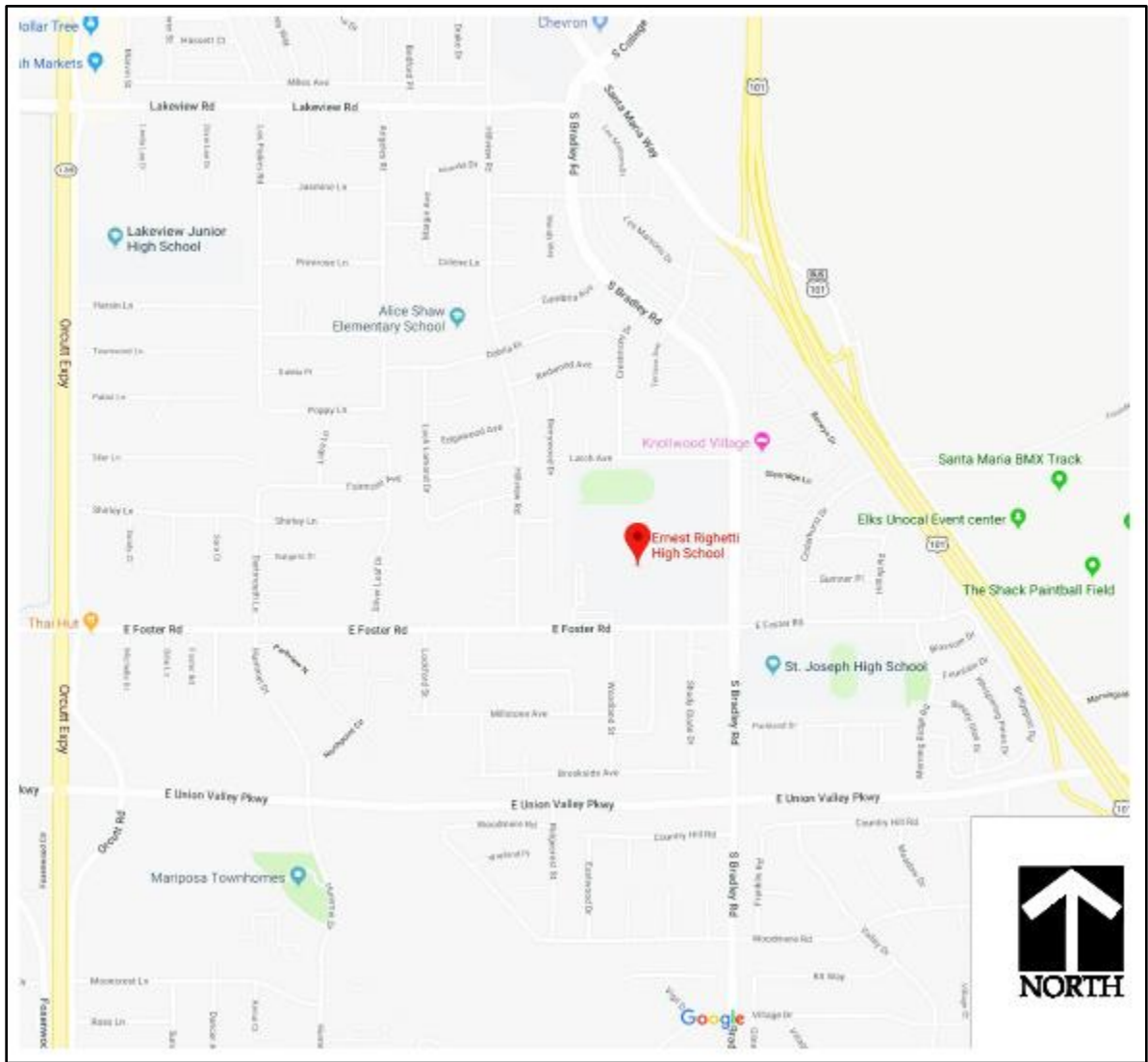


Figure 1: Project Location and Vicinity

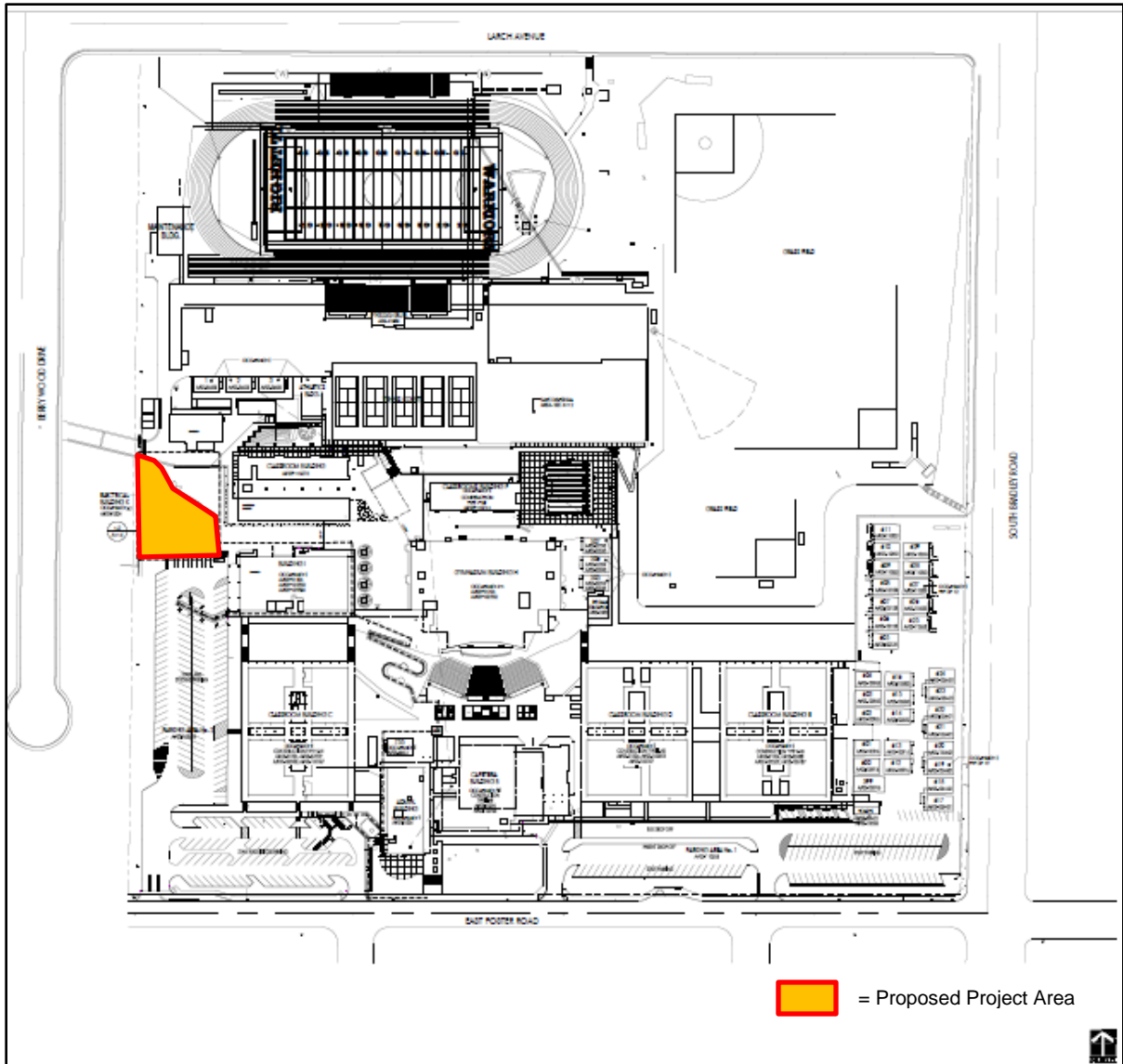


Figure 2: Proposed Project Area

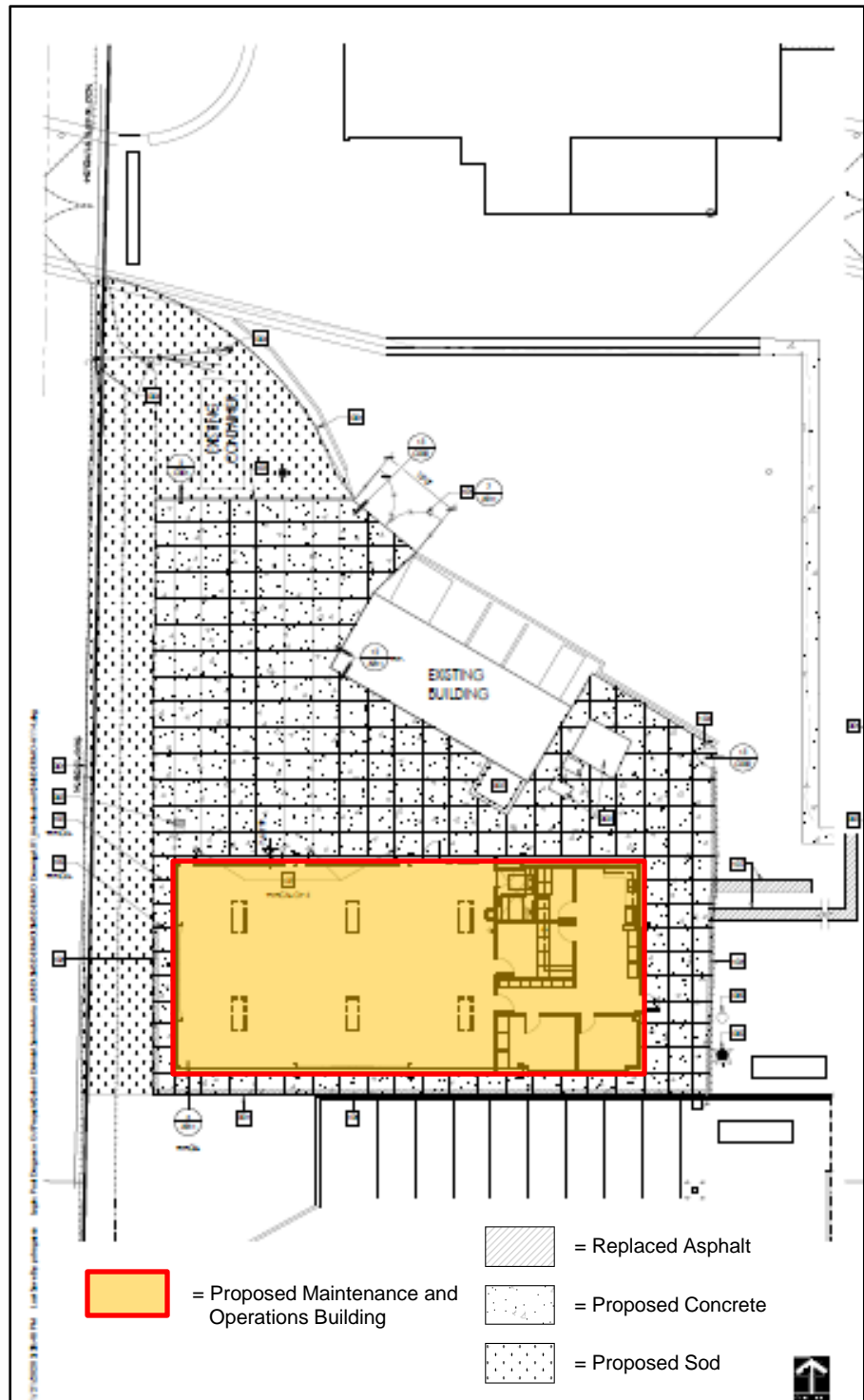


Figure 3: Proposed Project

2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 3.0.

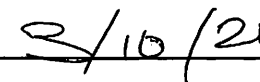
- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input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

2.1 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 potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature


Date

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3.0 CEQA ENVIRONMENTAL CHECKLIST

3.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.1.1 Impact Analysis

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

Santa Barbara County’s Visual Aesthetics Impact Guidelines classify coastal and mountainous areas, the urban fringe, and travel corridors as “especially important” visual resources. A project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The guidelines address public, not private views.

The proposed Maintenance and Operations Building project would involve the removal of soil for installation of concrete, sod, and asphalt and construction of a 20-foot-tall maintenance and operations building that would be located within the boundary of the existing Ernest Ernest Righetti High School campus. The proposed building would be visible from adjacent residential properties on Berrywood Drive; however, these properties do not provide public vantage points.

The proposed 20-foot-tall Maintenance and Operations Building may be visible from E. Foster Road; however, the proposed building would be located approximately 530 feet from the nearest public vantage point (sidewalk), and the view of the proposed building would be obstructed by trees and the existing solar panel structures in the campus parking lot.

The project would require the removal of one large ornamental tree; however, this is not considered a significant amount of vegetation. The tree, while visible from private property, is internal to the school campus and is partially obscured from E. Foster Road.

Because the project would be partially visible from public vantage points, would be consistent with the other buildings present on campus, and would not substantially affect a scenic vista, this impact is less than significant.

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

According to the California Department of Transportation, the nearest Eligible State Scenic Highway is State Route 101, which is approximately 0.5 mile east of the proposed project (Esri 2017). The proposed Maintenance and Operations Building would be separated from State Route 101 by existing residential uses and school buildings. The proposed building would not be visible from State Route 101; therefore, the project would have no impact on scenic resources within a state scenic highway.

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

As discussed in 3.1.1(a), the proposed 20-foot-tall Maintenance and Operations Building may be visible from E. Foster Road; however, the proposed building would be located approximately 530 feet from the nearest public vantage point (sidewalk), and the view of the proposed building would be obstructed by trees and the existing solar panel structures in the campus parking lot. The project site was designated as an Educational Facility in the County's General Plan and Professional and Institutional in the County's Zoning Code, and the proposed project would be consistent with the current land use and zoning designation. Impacts would be less than significant.

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

Construction of the project would take approximately five months to complete and would occur Monday through Friday 7:00 a.m. to 4:00 p.m. Because construction activities would cease at 4:00 p.m., the use of temporary lighting sources during construction would not be required.

The project would include a variety of indoor and outdoor lighting. Lighting would be provided for adequate illumination for safe access and basic security. Exterior lighting will include wall-mounted fixtures on buildings (no higher than 20 feet). Exterior lighting would be shielded and directional so as to direct light away from surrounding residential land uses. This impact would be less than significant.

3.2 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 Department 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 Impact Analysis

- a. *Would the project convert Prime Farmland, Unique Farmland, or 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?*

The project site is located in an area designated as “Urban and Built-Up Land” on the Santa Barbara County Important Farmland 2016 Map (DOC 2018). The proposed project would not convert Important Farmland to non-agricultural use.

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

The project site is designated as “Professional and Institutional” in the County’s Zoning Code, and would not conflict with existing zoning for agricultural use. Likewise, the project area is not under a Williamson Act Contract. No impact would occur.

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

The project site is on a high school campus, which is surrounded by residential uses (single-family residences on the north, south, and west, and a mobile home community to the east). The site’s existing zoning “Professional and Institutional” does not support the definitions provided by Public Resources Code (PRC) Section 42526 for timberland, PRC Section 12220(g) for forestland, or Government Code Section 51104(g) for timberland zoned for production. Therefore, no impacts related to the conversion of timberlands or forest land would occur.

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

As discussed in the response 3.2.1(c), the project site is surrounded by residential and school-related uses. Implementation of the project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

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

The County Zoning Code identifies the project area as “Professional and Institutional.” No forest land is located within the project site or the vicinity of the project site. Implementation of the proposed project would not result in changes to the environment that, due to its location or nature, could result in the conversion of farmland to non-agricultural use or converting forest land to non-forest use. Therefore, no impact would occur.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.3.1 Impact Analysis

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

The project site is located in the South Central Coast Air Basin (SCCAB), which encompasses San Luis Obispo, Santa Barbara, and Ventura counties. The project is located just outside the City of Santa Maria City limits and in the Santa Barbara County portion of the SCCAB which periodically fails to meet air quality standards and has been designated a "non-attainment" area for the State 8-hour ozone standard and State particulate matter (PM₁₀) standard. On April 30, 2012, the County was designated unclassifiable/attainment for the 2008 Federal 8-hour ozone standard (the 1-hour Federal ozone standard was revoked for Santa Barbara County). The County is also considered in attainment for the State 1-hour standard for ozone as of June 2007. Ambient air quality monitoring indicates the County routinely exceeds the California 8-hour ozone standard and the California standard for PM₁₀. The County is unclassifiable/attainment for the Federal PM_{2.5} standard and unclassified for the California PM_{2.5} standard.

Air pollution control is administered on three governmental levels. The U.S. Environmental Protection Agency (EPA) has jurisdiction under the Clean Air Act, the California Air Resources Board (CARB) has jurisdiction under the California Health and Safety Code and the California Clean Air Act, and the Santa Barbara County Air Pollution Control District (SBCAPCD) shares responsibility with the CARB for ensuring that all State and Federal ambient air quality standards are attained within the Santa Barbara County portion of the SCCAB.

In January 2011, the SBCAPCD and Santa Barbara County Association of Governments adopted the 2010 Clean Air Plan, which was prepared to address the requirements of the

California Clean Air Act. A 2013 Clean Air Plan was adopted on March 19, 2015 as a triennial update to the 2010 Clean Air Plan and indicates air quality is improving, and strategies for further air pollutant emissions reductions are focused on mobile sources, particularly marine shipping.

Existing air pollutant emissions in the project area are primarily associated with vehicular operations.

County Environmental Thresholds: The County’s Environmental Thresholds and Guidelines Manual (Revised July 2015), Section 5 – “Air Quality Thresholds,” address air quality, including thresholds for determining whether a proposed project would have a significant impact on air quality (Santa Barbara County 2015b). The County has developed the following thresholds to determine the significance of long-term air emissions under the CEQA.

- Project emissions (mobile and stationary sources) greater than the daily trigger for offsets of 55 pounds per day for NO_x and ROC, and 80 pounds per day for PM₁₀;
- Emit less than 25 pounds per day of NO_x or ROC from motor vehicle trips;
- Cause or contribute to a violation of any California or National ambient air quality standard (except ozone);
- Exceed the health risk public notification thresholds of the APCD; and
- Be inconsistent with the adopted 2013 Clean Air Plan.

No thresholds have been established for short-term impacts associated with construction activities. However, environmental documents must describe feasible mitigation measures to reduce or avoid potentially significant air quality impacts. The SBCAPCD’s Scope and Content of Air Quality Sections in Environmental Documents has identified construction mitigation to address equipment emissions and site preparation.

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2, was used to estimate construction emissions for the proposed project. For purposes of this CalEEMod analysis, the construction schedule for all improvements was assumed to be approximately 5 months, starting in spring 2021. Default assumptions (e.g., construction fleet activities) from CalEEMod were used. Appendix A contains CalEEMod output worksheets. Results are summarized in Table 1.

Table 1: Project Construction Emissions

	Emissions (tons/year)					
	CO	NO _x	ROC	SO _x	PM ₁₀	PM _{2.5}
Year 2021	0.44	0.47	0.09	0.00	0.03	0.02
SBCAPCD Significance Threshold	N/A	25.0	25.0	N/A	N/A	N/A
Exceed Threshold?	No	No	No	No	No	No

Source: Compiled by SSS, Inc. (2021).

CO = carbon monoxide

N/A = Not Applicable

NO_x = nitrogen oxides

PM₁₀ = particulate matter less than 10 microns in size

PM_{2.5} = particulate matter less than 2.5 microns in size

ROC = reactive organic compounds

SBCAPCD = Santa Barbara County Air Pollution Control District

SO_x = sulfur oxides

tons/yr = tons per year

As shown in Table 1, construction emissions associated with the proposed project would be less than significant.

The SBCAPCD has established standard measures for reducing fugitive dust emissions (PM₁₀ and PM_{2.5}), which are required for all projects that would involve earth-moving activities. For example, the SBCAPCD requires water or other soil stabilizers to be used at a project site to control dust. Using water or soil stabilizers can result in fugitive dust emission reductions of 50 percent or more. **Mitigation Measures AQ-1** and **AQ-2** require the project contractor to implement the SBCAPCD’s standard dust control measures to reduce construction fugitive dust.

Therefore, with implementation of **Mitigation Measures AQ-1** and **AQ-2**, construction of the proposed project would have less than significant impacts associated with an air quality standard violation or a substantial contribution to an existing or projected air quality violation.

Long-Term Operational Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project. The proposed project would generate long-term air pollutant emissions because it is permanently converting the currently undeveloped project site to a developed use.

Long-term operation emissions associated with the proposed project were calculated using CalEEMod. Model results are shown in Table 2. Appendix A contains model output worksheets.

As shown in Table 2, project-related long-term air emissions would occur primarily from vehicle trips associated with the proposed project (i.e., mobile source emissions). Project-related long-term air emissions would also occur from the use of landscape equipment and from the use of consumer products (i.e., area sources).

Table 2: Project Operation Emissions

	Emissions (tons/year)					
	CO	NO _x	ROC	SO _x	PM ₁₀	PM _{2.5}
Energy Source Emissions	0.0003	0.0003	0.0004	0.0002	0.0002	0.0002
Area Source Emissions	0.0	0.0	0.018	0.0	0.0	0.0
SBCAPCD Mobile Source Significance Threshold	N/A	25.0	25.0	N/A	N/A	N/A
Exceed Threshold?	No	No	No	No	No	No
SBCAPCD All Source Significance Threshold	N/A	240	350	N/A	80	N/A
Exceed Threshold?	No	No	No	No	No	No

Source: Compiled by SSS, Inc. (2021).

CO = carbon monoxide

N/A = Not Applicable

NO_x = nitrogen oxides

PM₁₀ = particulate matter less than 10 microns in size

PM_{2.5} = particulate matter less than 2.5 microns in size

ROC = reactive organic compounds

SBCAPCD = Santa Barbara County Air Pollution Control District

SO_x = sulfur oxides

tons/yr = tons per year

The results shown in Table 2 indicate the project would not exceed the significance criteria for daily NO_x, ROC, or PM₁₀ emissions. The SBCAPCD does not have significance thresholds for CO, SO_x, or PM_{2.5}; however, as indicated in Table 2, the proposed project is not expected to generate substantial CO, SO_x, or PM_{2.5} emissions. Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and impacts would be less than significant. No mitigation is required.

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

The project is located just outside the City of Santa Maria City limits and in the Santa Barbara County portion of the SCCAB, which is designated as a nonattainment area for state ozone (O₃) standards. Movement of soil and pollutant emissions associated with earth movement and internal combustion engines used by on-site construction equipment and from off-site worker vehicles and truck trips during project construction have the potential to release short-term criteria air pollutants. However, due to the short duration of construction activities and the implementation of **Mitigation Measures AQ-1** and **AQ-2**, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment. The project would not change the land use of the project site or produce criteria pollutant emissions during project operation. Therefore, impacts would be less than significant with implementation of **Mitigation Measures AQ-1** and **AQ-2**.

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

During construction, diesel equipment would be operating. Diesel particulate matter (DPM) is known to the State of California as a toxic air contaminant (TAC). The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure, which is defined in the California Air Pollution Control Officers' Association (CAPCOA's) Air Toxics "Hot Spots" Program Risk Assessment Guidelines as 24 hours per day, seven days per week, 365 days per year, for 70 years. DPM would be emitted during the short term of construction assumed for the proposed project from heavy equipment used in the construction process. Because diesel exhaust particulate matter is considered carcinogenic, long-term exposure to diesel exhaust emissions has the potential to result in adverse health impacts. Due to the short-term nature of project construction, impacts from exposure to diesel exhaust emissions during construction would be less than significant.

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

The CEQA guidelines indicate that a significant impact would occur if the proposed project would create objectionable odors affecting a substantial number of people. Construction of the proposed project would emit diesel exhaust and volatile organic compounds, which are objectionable to some; however, emissions will disperse rapidly from the project site and the

activity would be temporary. Impacts due to objectionable odors would be less than significant.

3.3.2 Mitigation Measures

Mitigation Measure AQ-1: These measures are required for all projects involving earthmoving activities regardless of the project size or duration. The measures are based on policies adopted in the 1979 AQAP for Santa Barbara County. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

- 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.
- If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
- 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 grading/building permit issuance and/or map clearance.

Mitigation Measure AQ-2: The following measures are required by state law:

- 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 (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

The following measures are recommended:

- Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- 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.

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.4.1 Impact Analysis

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

A search of the California Department of Wildlife’s California Natural Diversity Database (CNDDB) identified 25 special-status plant and animal species with the potential to occur within the Santa Maria 7.5-minute quadrangle, which includes the project site. Due to a lack of suitable habitat types, soil types, elevational restrictions, connectivity to source populations and/or other factors, there is no potential for the following 14 wildlife species to occur on the project site in areas proposed for permanent or temporary impact: western pond turtle (*Actinemys marmorata*), California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana draytonii*), ferruginous hawk (*Buteo regalis*), northern harrier (*Circus hudsonius*), California horned lark (*Eremophila alpestris actia*), mountain plover (*Charadrius montanus*), burrowing owl (*Athene cunicularia*), American badger (*Taxidea taxus*), northern California legless lizard (*Anniella pulchra*), blunt-nosed leopard

lizard (*Gambelia sila*), coast horned lizard (*Phrynosoma blainvillii*), western spadefoot (*Spea hammondi*), and vernal pool fairy shrimp (*Branchinecta lynchi*).

The review of the CNDDDB resulted in a list of the following 11 sensitive plant species with the potential to occur within the Santa Maria 7.5-minute quadrangle, which includes the project site: paniculate tarplant (*Deinandra paniculata*; occurs on coastal scrub, valley and foothill grassland, and vernal pools), Blochman's leaf daisy (*Erigeron blochmaniae*; occurs on sand dunes along the coastal strand), spring lessingia (*Lessingia tenuis*; occurs on serpentinite, often roadsides), Blochman's ragwort (*Senecio blochmaniae*; occurs in coastal areas), suffrutescent wallflower (*Erysimum suffrutescens*; occurs on dunes and coastal areas), La Purisima manzanita (*Arctostaphylos purissima*; occurs on chaparral and coastal scrub), San Luis Obispo monardella (*Monardella undulata* ssp. *Undulata*; occurs only from the sand dunes and scrub on the coastline), large-flowered leptosiphon (*Leptosiphon grandifloras*; occurs on chaparral, coastal prairie, coastal sage scrub, closed-cone pine forest, grassland, and oak woodland habitats), elegant wild buckwheat (*Eriogonum elegans*; usually occurs on sandy or gravelly, often washes, sometimes roadsides), dune larkspur (*Delphinium parryi* ssp. *blochmaniae*; occurs in sandy soils of coastal chaparral), and mesa horkelia (*Horkelia cuneata* var. *puberula*; occurs in sandy or gravelly areas, chaparral, cismontane woodland, and coastal scrub). Due to a lack of suitable habitat types, soil types, elevational restrictions, connectivity to source populations and/or other factors, there is no potential for any of the 11 species to occur on the project site in areas proposed for permanent or temporary impact.

Construction and operation of the proposed project would not impact species identified as candidate, sensitive, or special-status in local or regional plans, policies, and regulations.

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

Review of the National Wetlands Inventory indicates there are no surface waters within 1.0 mile of the project site. Therefore, no direct or indirect impacts to riparian habitat or other sensitive natural communities are anticipated as a result of project activities.

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

Review of the National Wetlands Inventory indicates no wetlands are mapped on the project site. The nearest wetland feature is located approximately 0.5 mile southwest of the project area. Therefore, no direct or indirect impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means are anticipated as a result of project activities.

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

The project site is located within the developed high campus and is surrounded by residential uses. The project site does not contain wildlife travel routes, such as a riparian strip, ridgeline, drainage, or wildlife crossings, such as a tunnel, culvert, or underpass.

The project site and adjacent areas do not support resident or migratory fish species or wildlife nursery sites. No established resident or migratory wildlife corridors occur within the project site. Therefore, the project would not interfere substantially with or impede: (1) the movement of any resident or migratory fish or wildlife species, (2) established resident or migratory wildlife corridors, or (3) the use of wildlife nursery sites.

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

Article IX of Chapter 35 of the Santa Barbara County Code addresses Deciduous Oak Tree Protection and Regeneration. The lone tree on the project site is an ornamental tree and is not an oak tree. No native trees or shrubs and no sensitive habitats are present on the project site. The proposed project would not impact trees of biological resources. Therefore, the project would not conflict with local policies or ordinances protecting biological resources.

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

The project site is located in an institutional and residential area that is not part of an adopted habitat conservation plan, natural communities conservation plan, or other conservation plan. Therefore, construction and operation of the proposed project would have no impact to an approved habitat conservation plan.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.5.1 Impact Analysis

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

The high school campus was originally constructed in 1963 and has been modified in subsequent years. Since 1998, through state and local bond funding, the campus has undergone extensive renovations and additions. Every permanent classroom on campus has been remodeled with new heat/circulation, flooring, ceilings, roofing, asbestos abatement, upgraded data ports, and “teaching walls.” Because the campus has been modified through additions and other alterations to original building fabric, addition of a new building would not alter the significance of a historical resource. Therefore, no impact related to historic built resources would result with implementation of the proposed project.

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

The project site and surrounding lands have been heavily disturbed by previous grading activity and are underlain by a variable thickness of artificial fill or disturbed soil typical of a developed area. Therefore, the potential for the site to contain archaeological resources is considered to be low.

However, unknown or unrecorded resources may potentially be revealed during construction activities. This may occur if ground disturbance activities penetrate deeper than previous work performed. California PRC protects archaeological, paleontological, and historical sites with a wide variety of state policies and regulations in conjunction with the CEQA. Furthermore, all construction activities must comply with PRC Section 21083.2-21084.1 and CEQA Guidelines Section 15064.5 and 15126.4(b) which address the protection of archaeological and historical resources. With the implementation of **Mitigation Measure CULT-1**, this impact would be less than significant.

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

The project site and surrounding area has been mass graded. During previous ground disturbance activities, no human remains were identified or recorded onsite. In the unlikely

event that human remains are discovered, during precise grading or construction activities, the project would be subject to California Health and Safety Code Section 7050.5 and PRC Section 5097.98. California Health and Safety Code Section 7050.5 identify the required procedures to follow in the unlikely discovery of human remains. PRC Section 5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated artifacts. Therefore, adherence to all applicable codes and regulations would result in a less-than-significant impact.

3.5.2 Mitigation Measures

Mitigation Measure CULT-1: In the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity, the District and/or their agents, representatives or contractors shall stop or redirect work immediately. The District shall retain a P&D approved archaeologist and Native American representative to evaluate the significance of the find in compliance with the provisions of Phase 2 investigations of the County Archaeological Guidelines and funded by the District. If remains are found to be significant, they shall be subject to a Phase 3 mitigation program consistent with County Archaeological Guidelines and funded by the District.

3.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.6.1 Impact Analysis

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?*

The proposed project would not have a direct or cumulative impact, or create wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation of the proposed project. As shown in Appendix A, the project is estimated to generate 18,757.2 kilowatt-hours per year. Also, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The only energy consumed would be through fossil fuels (gasoline and diesel operated equipment) during construction-related activities and operation of the equipment and electricity in the building, once operational. The proposed lighting control systems would be in compliance with requirements of the current California Energy Commission efficiency standards for non-residential buildings. Therefore, the proposed project would result in a less-than-significant impact related to wasteful, inefficient, or unnecessary consumption of energy resources.

- b. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Title 24 is designed to provide certainty and uniformity throughout California while ensuring that the efficient and non-wasteful consumption of energy is carried out through design features. Adherence to Title 24 is deemed necessary to ensure that no significant impacts occur from the inefficient, wasteful, and unnecessary consumption of energy. The proposed lighting control systems would be in compliance with requirements of the current California Energy Commission efficiency standards for non-residential buildings. The proposed building would be compliant with Title 24; therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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 area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.7.1 Impact Analysis

- a. *Would the project directly or indirectly cause 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 area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

The project site is not within a designated State of California Alquist-Priolo Earthquake Fault Zone. No known active regional faults cross through the project site, and the site is not within or adjacent to an Alquist-Priolo Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act (ArcGIS 2020). The nearest fault is in the Casmalia (Orcutt Frontal) Fault, which is located approximately 4 miles south of the project area. This fault has a poorly constrained geometry and slip rate, although it is included in the State’s seismic model as capable of a magnitude 6.5 earthquake. Because the site is not within or adjacent to an Alquist-Priolo Earthquake Fault Zone as defined by

the State of California in the Alquist-Priolo Earthquake Fault Zoning Act, no fault rupture-related impacts to the project are anticipated. No mitigation is required.

ii. Strong seismic ground shaking?

The extent of ground shaking depends on several factors including the magnitude of the causative earthquake, the distance to the epicenter, and the geologic unit underlying the site. The project site is located in a region traditionally characterized by moderate to high seismic activity, which could result in damage to structures and other improvements due to ground shaking. Four faults are considered most likely to generate strong seismic shaking at the project site, based on their proximity or anticipated earthquake magnitude. These are the San Andreas Fault (42 miles east of the project site), the Casmalia (Orcutt Frontal) Fault (4 miles south of the project site), the San Luis Range Fault system (4 miles east of the project site), and the Reliz-Rinconada Fault Zone (28 miles northeast of the project site).

Strong seismic ground shaking generated by seismic activity is considered a potential impact that may affect the proposed project. Implementation of **Mitigation Measure GEO-1**, which requires the proposed project to comply with the seismic design criteria outlined in the California Building Code (CBC) would reduce impacts associated with strong ground shaking to a less-than-significant level.

iii. Seismic-related ground failure, including liquefaction?

According to the Santa Barbara County Seismic Safety and Safety Element, the project area is located outside of the “areas considered to be potentially most susceptible to liquefaction.” The California Office of Emergency Services MyHazards web viewer indicates that the project area is not located in an area requiring liquefaction investigation. This impact would be less than significant.

iv. Landslides?

Due to the absence of slopes on or adjacent to the project site and because no significant slopes will be constructed as part of the project, the potential for landslides is considered very low. Therefore, no landslide-related impacts to the project are anticipated. No mitigation is required.

b. Would the project result in substantial soil erosion or the loss of topsoil?

The extent and severity of erosion potential is related to the type of soil, the velocity of concentrated runoff that may contact unprotected soil, and the length of time during which unprotected soils are in contact with concentrated runoff. Generally, the less cohesive the soils and the longer the soils are unprotected and exposed to environmental elements, the greater the impact. The NRCS classifies soil based on susceptibility to erosion. The on-site soil unit (Marina sand) is classified as being susceptible to sheet and rill erosion by water.

The susceptibility to erosion of soils at the site may increase during construction when the soils are exposed during grading activities. Stockpiled soils may also be vulnerable to erosion while construction is in progress. Best management practices (BMPs) would be

implemented during construction activities. Construction BMPs would include Erosion Control and Sediment Control BMPs designed to minimize erosion and sedimentation. Implementation of BMPs would reduce impacts associated with erosion during construction activities to a less-than-significant level.

- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Due to the absence of slopes on or adjacent to the project site and because no significant slopes will be constructed as part of the project, the potential for landslides is considered very low. Therefore, the potential for the project to be impacted by landslides is to be very low. Therefore, no landslide-related impacts to the project are anticipated. No mitigation is required.

Liquefaction is the loss of soil strength caused by a significant seismic event. It occurs primarily in loose, fine to medium-grained sands, and in very soft to medium stiff silts that are saturated by groundwater. Lateral spreading is a phenomenon that can be associated with liquefaction when sloping ground is present. Groundwater is necessary for liquefaction or lateral spreading to occur. Due to the depth to groundwater (more than 80 feet below ground surface) and the absence of significant slopes at the project site, no impacts related to liquefaction or lateral spreading are anticipated. No mitigation is required.

Subsidence is the settlement of the ground surface relative to the surrounding area, with little or no horizontal movement. The primary potential cause for subsidence under static conditions at the project site would be the consolidation of compressible soils near the surface due to the foundation loads. The site soils also have a slight potential for subsidence from collapse due to hydroconsolidation, which is a phenomenon that occurs primarily in loose, dry, sandy soils. When water passes through susceptible soils, the voids between particles collapse, resulting in subsidence. Soil settlement at the project site would have adverse impacts including but not limited to, structural damage to the proposed building, cosmetic damage, accessibility issues and tripping hazards, and potential disruption of drainage patterns. **Mitigation Measure GEO-1**, which requires the proposed project to comply with the grading requirements as outlined in the CBC, would reduce impacts associated with subsidence and collapse to a less-than-significant level.

- d. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

The project site is underlain by sand and silty sand soils, which were not found to be expansive. Therefore, the proposed project would not create a substantial risk to life or property by being located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994). No mitigation is required.

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

The proposed project would utilize municipal utilities for disposal of wastewater; no septic tanks or alternative wastewater disposal systems are planned. Therefore, the proposed project would not result in impacts associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. No mitigation is required.

- f. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Any undocumented fill present within the project site has no paleontological sensitivity, whereas the Older Alluvium (which is present in the project site from either the surface or below Artificial Fill down to at least 51 feet below surface) has low paleontological sensitivity from the surface to a depth of 10 feet and high paleontological sensitivity below a depth of 10 feet. The majority of project excavation is anticipated to be shallow; however, deeper excavation has the potential to impact paleontological resources. Implementation of **Mitigation Measure GEO-2** would reduce potential impacts to paleontological resources to a less-than-significant level.

3.7.2 Mitigation Measures

Mitigation Measure GEO-1: Structures shall be designed by the engineer/architect in accordance with the seismic parameters presented in the applicable sections of the California Building Code (CBC) in effect at the time that the project is permitted. Design, grading, and construction shall be performed in accordance with the requirements of the CBC.

Mitigation Measure GEO-2: If paleontological resources are encountered during the course of ground disturbance, work in the immediate area of the find shall be redirected and the District shall retain a qualified paleontologist to assess the find for scientific significance. If determined to be significant, the fossil shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection.

3.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.8.1 Impact Analysis

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

The project is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD), which regulates air quality according to the standards established in the federal and California Clean Air Acts and amendments to those acts. The SBCAPCD's greenhouse gas (GHG) threshold is defined in terms of CO₂e. If annual emissions of GHGs exceed these threshold levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant adverse environmental impact. The significance of 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). The SBCAPCD has developed a GHG threshold of 10,000 metric tons of CO₂e per year for stationary projects, which include equipment, processes, and operations that require an SBCAPCD permit to operate. However, this threshold does not apply to land development projects. However, the County and SBCAPCD has not developed or adopted GHG significance thresholds for institutional projects. Therefore, this analysis evaluates the project's GHG emissions based on the San Luis Obispo County Air Pollution Control District (SLOCAPCD) Greenhouse Gas Thresholds, as adopted in April 2012.

As described in SLOCAPCD's Greenhouse Gas Thresholds and Supporting Evidence document, the SLOCAPCD's approach to developing a threshold of significance for GHG emissions was to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions (SLOCAPCD 2012). The SLOCAPCD set the GHG thresholds based on Assembly Bill 32 (AB 32) GHG emission reduction goals by attributing a fair share of the GHG reductions needed from new land use development projects subject to CEQA. Therefore, as these GHG thresholds were developed based on State goals, these thresholds would be applicable to the city of Santa Maria. In addition, the SLOCAPCD's GHG thresholds provide a quantitative approach and have been developed in a nearby air district in the same general region.

According to SLOCAPCD GHG thresholds, a proposed project would not have a significant GHG effect on the environment if operation of the project would:

- Be consistent with a Qualified Greenhouse Gas Reduction Plan;
- Result in operational-related GHG emissions of less than 1,150 metric tons of CO₂e per year (MTCO₂e/yr); or
- Result in operational-related GHG emissions of less than 4.9 metric tons of CO₂e per service population (MTCO₂e/SP) (residents plus employees).

The following section describes the proposed project's construction and operational related GHG emissions and contribution to global climate change. The SBCAPCD has not addressed emission thresholds for construction in their CEQA Guidelines; however, the SBCAPCD encourages quantification and disclosure. Thus, construction emissions are discussed in this section.

Construction Activities.

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the project site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Construction GHG emissions associated with the proposed project were estimated using CalEEMod. Appendix A contains CalEEMod output worksheets. Based on the CalEEMod results, construction of the proposed project would generate approximately 62.3 metric tons of CO₂e (MTCO₂e).

Neither SBCAPCD nor SLOCAPCD have a threshold of significance for construction GHG emissions; however, the SLOCAPCD recommends amortizing GHG emissions over the life of the project based on the total GHG emissions for construction activities divided by the project life (i.e., 50 years for residential projects and 25 years for commercial projects) then adding that number to the annual operational phase GHG emissions. Although the project is an institutional project rather than a commercial project, the District has taken a conservative approach and assumed operation of the project for 25 years. Therefore, when amortized over the 25-year life of the project, annual emissions would be 2.5 MTCO₂e. Construction of the proposed project would not generate GHG emissions that would have a significant impact on the environment, and construction-related impacts would be less than significant. No mitigation is required.

Operational Emissions.

Long-term operation of the project would generate GHG emissions from mobile and area sources as well as indirect GHG emissions from sources associated with waste and water. Another source of operational GHG omissions are generated from the use of energy, such as GHG emissions generated at off-site utility providers as a result of increased electricity demand generated by a project. Mobile-source GHG emissions would include project-

generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Waste source emissions would be associated with land filling, which releases GHG emissions as a byproduct of the decomposition of organic materials in landfills, and other methods of disposal related to the transport and management of project-generated waste. Waste associated with the proposed project would include paper goods and employee or visitor garbage. In addition, water source emissions would be associated with the off-site energy used for water supply and conveyance, water treatment, water distribution, and wastewater treatment. Water would be used on the project site for restrooms and landscaping.

Operational emissions associated with the proposed project were estimated using CalEEMod and the results are presented in Table 3. Additional calculation details are included in Appendix A.

Table 3: Greenhouse Gas Operational Emissions

Emission Source	Operational GHG Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction Emissions				
Construction emissions amortized over 25 years	2.5	0.0007	0.0	2.5
Operational Emissions				
Mobile Source Emissions	0.0	0.0	0.0	0.0
Area Source Emissions	0.0	0.0	0.0	0.0
Waste Source Emissions	0.0	0.0	0.0	0.0
Water Source Emissions	0.0	0.0	0.0	0.0
Energy Source Emissions	3.42	0.00007	0.00006	3.44
Total Operational CO ₂ e Emissions	3.44			
Total CO₂e Emissions	5.94			
SLOCAPCD Significance Threshold	1,150 MTCO₂e/yr Or 4.9 CO₂e/SP/yr (residents + employees)			
Exceeds Threshold?	No			

Source: Compiled by SSS, Inc. (2021).
CO₂ = carbon dioxide
CO₂e = carbon dioxide equivalent
CH₄ = methane
N₂O = nitrous oxide

MTCO₂e = metric tons of CO₂e
MTCO₂e/yr = metric tons of CO₂e per year
SLOCAPCD = San Luis Obispo County Air Pollution Control District

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017 (CARB 2017), provides a framework for actions to reduce California’s GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations. Relatedly, in the Final Statement of Reasons for the Amendments to the CEQA Guidelines, the California Natural Resources Agency observed that “the [Scoping Plan] may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan” (CARB 2017). However, under the Scoping Plan there are several state regulatory

measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high Global Warming Potential GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., low-carbon fuel standard), among others. The project would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law.

Regarding consistency with post-2020 statewide targets, specifically Senate Bill 32 (goal of reducing GHG emissions to 40% below 1990 levels by 2030) and Executive Order S-3-05 (goal of reducing GHG emissions to 80% below 1990 levels by 2050), there are no established protocols or thresholds of significance for that future-year analysis. However, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown. The Scoping Plan Second Update reaffirms that the state is on the path toward achieving the 2050 objective of reducing GHG emissions to 80% below 1990 after the adoption of Senate Bill 32 and Assembly Bill 197 in 2016.

As discussed previously, the project would generate minimal short-term GHG emissions and long-term operational GHG emissions. Operational GHG emissions would be considerably less than the CAPCOA GHG emissions threshold of 900 MT CO₂e per year and as such, construction and operation of the project would not conflict with the state's trajectory toward future GHG reductions. With respect to future GHG targets under Senate Bill 32 and Executive Order S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet the reduction targets in 2030 and in 2050. This legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the state on its trajectory toward meeting these future GHG targets. Based on the preceding considerations, the project would not conflict with an applicable plan, policy, or regulation adopted to reduce the emissions of GHGs, and impacts would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.9.1 Impact Analysis

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Construction of the proposed project would require the transport and use of small quantities of hazardous materials in the form of gasoline, diesel, and oil. There is the potential for small leaks due to refueling of construction equipment; however, implementation of Best Management Practices (BMPs) identified in construction specification plans would reduce the potential for accidental release of construction-related fuels and other hazardous materials. These BMPs would prevent, minimize, or remedy storm water contamination from spills or leaks, control the amount of runoff from the site, and require proper disposal and handling of hazardous materials.

Any on-site storage, transport, or use of hazardous materials during the operation of the proposed project would comply with local, state, and federal regulatory requirements.

Therefore, impacts associated with a potential hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

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

Construction of the proposed project would require the transport and use of small quantities of hazardous materials in the form of gasoline, diesel, and oil. There is the potential for accidental release of hazardous materials; however, implementation of BMPs identified in construction specification plans would reduce the potential for accidental release of construction-related fuels and other hazardous materials. These BMPs would prevent, minimize, or remedy storm water contamination from spills or leaks, control the amount of runoff from the site, and require proper disposal and handling of hazardous materials.

Any on-site storage, transport, or use of hazardous materials during the operation of the proposed project would comply with local, state, and federal regulatory requirements.

Therefore, impacts associated with a potential hazard to the public or the environment due to accidental release of hazardous materials would be less than significant.

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

The proposed project would include the storage, transport, and use of fuels and other hazardous materials commonly associated with construction activities. All chemical transport, storage, and use would comply with Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); California hazardous waste control law; Occupational Safety and Health Administration (OSHA); and the Santa Barbara County Environmental Health Services requirements. With the required regulation compliance, potential impacts from the storage, transport, and use of fuels and other hazardous materials to the public or the environment would be less than significant.

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

According to the Department of Toxic Substances Envirostor website, the proposed project is not located on a site which is included on a list of hazardous materials sites. The nearest listing is at the proposed Agricultural Education Center and Career Technical Education Center approximately 4,500 feet east of the project area and requires no further action. There is no impact associated hazardous materials listings.

- e. *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The nearest airport to the project area is Santa Maria Public Airport, which is 1.4 miles west of the project area. The project area is within Safety Zone 6 of the Santa Maria Airport (SBCAG 2019). According to Table 3-2 of the Airport Land Use Compatibility Plan, children schools (K-12) are a compatible use within Safety Zone 6. There would be no impact associated with proximity to a public airport and/or exposure of people residing or working in the area to noise from the airport.

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

As discussed in the County of Santa Barbara Seismic Safety and Safety Element (Santa Barbara County 2015a), the County does not prescribe fixed emergency evacuation routes for geologic or seismic emergency events. In the event of a geologic or seismic incident, law enforcement agencies, including County Sheriff's Department, the California Highway Patrol, and local police departments, are responsible for emergency or hazard related evacuations. The proposed project would not interfere with implementation of an emergency response plan or evacuation. There would be no impact.

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

The California Department of Forestry and Fire Protection (CALFIRE) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRA) and Local Responsibility Areas (LRA). The project site is located in an LRA area with a non-fire hazard designation. Therefore, the project would not result in exposure of people or structures to significant risk of loss injury or death as a result of wildland fire hazards.

3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.10.1 Impact Analysis

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

Development of a property may result in two types of water quality impacts: (1) short-term impacts due to construction related discharges; and (2) long-term impacts from operation or changes in site runoff characteristics. Runoff may carry on-site surface pollutants to water bodies such as lakes, streams, and rivers that ultimately drain to the ocean. Projects that increase urban runoff may indirectly increase local and regional flooding intensity and erosion.

Pollutants of concern during construction include sediments, trash, petroleum products (oil and grease), metals, nutrients, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, soil would be exposed and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. During construction, the total disturbed soil area would be approximately 0.25 acre. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be

transported via storm runoff into receiving waters. However, construction activities would comply with federal, state, and local requirements for transport, handling, and disposal of products containing pollutants.

The project is proposed on a developed educational property and would not increase the intensity of use from that presently found on-site. Project operation would not alter the runoff presently leaving the site. Therefore, potential violations of water quality standards or waste discharge requirements would be less than significant during project operation.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The proposed project does not propose the installation of any water wells that would directly extract groundwater. Additionally, while proposed project would result in an increase in impervious surface (approximately 0.2 acre), the increase in impervious surface area would not reduce the amount of water percolating down into the ground. Therefore, impacts to groundwater supplies or recharge would be less than significant.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

The proposed project is situated on relatively flat topography. Construction of the proposed project would require minimal ground disturbance. Impacts associated with erosion or siltation would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

The proposed project would increase the impervious surface at the project site. The increase in impervious surface would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. This impact would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

The project site is located on the existing high school campus that is served by a developed stormwater drainage system. Flood control in the vicinity is provided by a network of box culverts, underground storm drainpipes, and open channels. No substantial changes to the existing drainage pattern of the area are proposed, and no streams, rivers, or drainage channels that contribute runoff to the local drainage network would be impacted by the project. No impact would occur.

iv. Impede or redirect flood flows?

The project is located in Zone X on Flood Insurance Rate Map No. 06083C0195F. The project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows; therefore, no impact would occur.

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

A seiche is an oscillating wave in a closed or partially closed water body such as a river, lake, reservoir, pond, and other large inland water body caused by wind, tidal forces, earthquakes, landslides and other phenomena. Tsunamis are long wave-length, earthquake-generated ocean waves. Mudflows are fast-moving landslides composed of mud and debris, typically caused by heavy rainfall or melting snow on steep hillsides.

According to the California Office of Emergency Services, the project site is not within a Tsunami Emergency Response Planning Zone. Because there are no existing large water storage reservoirs or other inland water bodies in the vicinity of the project site, hazards from a seiche are considered negligible. The potential for seismically induced landslides or mud debris flows within or near the proposed project site is considered negligible given the flat topography of the area. For these reasons, no impacts from inundation by a seiche, tsunami, or mudflow are anticipated.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Construction activities associated with the project include soil excavation that could expose disturbed areas to rainfall and stormwater runoff. The proposed project would require site work and grading. Construction activity could result in soil erosion and loss of topsoil which could then affect water quality. Since the project impact area is below one acre of land (i.e., approximately 0.25 acre) coverage under the Construction General Permit is unnecessary. While a formal Storm Water Pollution Prevention Plan is not required, erosion and sediment BMPs would be implemented. During site operations, surface runoff conditions would be similar to existing conditions. As a result, impacts to water quality would be less than significant.

3.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.11.1 Impact Analysis

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

The project would be located on the existing campus of Ernest Righetti High School. The project would develop a maintenance and operations building on site. Connectivity between the project site and surrounding areas would be maintained, and no division of an established community would occur. Therefore, no impact would occur.

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

The project site is located on the existing campus of Ernest Righetti High School, which is zoned as Professional and Institution and designated as Educational Facility in the Santa Barbara County General Plan. The project does not propose to change the site's existing zoning or land use designation. The proposed construction would comply with applicable land use requirements, policies, zoning, and development standards as required by California law for school districts, and adhere to other applicable state codes and regulations.

The project site is not subject to a specific plan or local coastal program. For these reasons, the project would not conflict with any existing state, regional, county, or local laws, policies, regulations, plans or guidelines. Therefore, this impact would be less than significant.

3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.12.1 Impact Analysis

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

The proposed project is located in an area classified as MRZ-3. Areas classified as MRZ-3 contain possible alternative sources of aggregate, but not enough is known about the quality or quantity of these possible sources to make estimates. The project site is located in an area with unknown mineral resources. There are no records that mining for non-fuel mineral resources is currently occurring or has historically occurred on the project site. Therefore, the proposed project would not result in impacts associated with the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No mitigation is required.

- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

The proposed project site is not delineated on a local land use plan as a locally important mineral resource recovery site. Therefore, the project would not 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.

3.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 Impact Analysis

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

Noise impacts from construction activities are a function of the noise generated by the operation of construction equipment and on-road delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities. For the purpose of this analysis, it was estimated that the construction of the proposed project would begin in Spring 2021 and be completed in five months.

Noise generated from heavy equipment during grading and construction activities typically can temporarily exceed County noise thresholds of 65 dB(A) CNEL for a distance of up to approximately 1,600 feet. During grading and construction in the project area, temporary construction noise could significantly affect nearby residents or school operations. Inclusion of **Mitigation Measure NOISE-01** and **Mitigation Measure NOISE-02** would reduce potentially significant short-term noise impacts to less than significant.

- b. *Would the project result in generation of excessive ground borne vibration or ground borne noise levels?*

Construction activities that might expose persons to excessive ground borne vibration or ground borne noise have the potential to cause a significant impact. Ground borne vibration information related to construction/heavy equipment activities has been collected by the California Department of Transportation (Caltrans). The Caltrans data indicates that transient vibrations (such as from demolition activity) with a peak particle velocity (PPV) of approximately 0.035 inches per second may be characterized as barely perceptible, and vibration levels up to 0.25 inches per second may be characterized as distinctly perceptible

(Caltrans 2013). Caltrans (2013) uses a damage threshold of 0.2 inches per second PPV for conventional buildings.

Ground borne vibration is typically attenuated over relatively short distances. With the anticipated construction equipment, construction-related vibration levels would be approximately 0.127 inches per second PPV at 25 feet from the construction area (assuming simultaneous operation of a caisson drill, a jackhammer, and a small bulldozer). At 25 feet, this vibration would be above the threshold of “barely perceptible” level of 0.035 inches per second PPV; however, the nearest residence is approximately 55 feet from the nearest construction area. Additionally, this vibration level (at 25 feet) is well below the distinctly perceptible level of 0.25 inches per second PPV (Caltrans 2013). The expected vibration level at the residential buildings is also expected to be below the Caltrans damage threshold for conventional buildings. Therefore, impacts related to ground borne vibration would be less than significant.

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 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?*

The nearest airport to the project area is Santa Maria Public Airport, which is 1.4 miles west of the project area. The project area is within Safety Zone 6 of the Santa Maria Airport (SBCAG 2019). According to Table 3-2 of the Airport Land Use Compatibility Plan, children schools (K-12) are a compatible use within Safety Zone 6. There would be no impact associated with proximity to a public airport and/or exposure of people residing or working in the area to noise from the airport.

3.13.1 Mitigation Measures

Mitigation Measure NOISE-01: The District, including all contractors and subcontractors shall limit construction activity, including equipment maintenance and site preparation, to the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday. No construction shall occur on weekends or State holidays. Non-noise generating construction activities such as interior plumbing, electrical, drywall and painting (depending on the compressor noise levels) are not subject to these restrictions. Any subsequent amendment to the Comprehensive General Plan, applicable Community or Specific Plan, or Zoning Code noise standard upon which these construction hours are based shall supersede the hours stated herein. The District shall provide and post a sign stating these restrictions at all construction site entries. Signs shall be posted prior to commencement of construction and maintained throughout construction. The District shall demonstrate that required signs are posted prior to grading/building permit issuance and pre-construction meeting. Building inspectors and permit compliance staff shall spot check and respond to complaints.

Mitigation Measure NOISE-02: Stationary construction equipment that generates noise that exceeds 65 dBA at the project boundaries shall be shielded with appropriate acoustic shielding and/or noise control devices to P&D's satisfaction, and shall be located at a minimum of 200 feet from occupied residences to the west of the project site. All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, would be generated. The District shall designate the equipment area with

appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities. The District shall demonstrate that the acoustic shielding is in place prior to commencement of construction activities. P&D compliance staff shall perform site inspections throughout construction to ensure compliance.

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 Impact Analysis

- a. *Would the project induce substantial unplanned 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)?*

The proposed project would serve the existing school and would not induce population growth. Furthermore, the proposed project would not increase the capacity at the high school; therefore, there would be no impact related to unplanned population growth.

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

The project involves the construction of a maintenance and operations building on an existing high school campus and does not contain housing. Therefore, no housing would be displaced, and there would be no impact to existing housing.

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.15.1 Impact Analysis

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?*

The closest fire station to the proposed project is Station No. 6, which is located at 2997 Airpark Drive. The proposed project consists of the development of a maintenance and operations building on the existing Ernest Righetti High School campus.

Construction of the proposed project would not result in any road closures that would interfere with the Fire Departments' ability to provide services to the region. All construction activities would take place off the road and would not represent an obstacle to these emergency vehicles as they travel the area around the project site. Furthermore, the fire department has the staff and existing resources to address calls for service during construction of the proposed project. No impact to fire services would occur.

ii. *Police protection?*

The nearest police protection facility is the Santa Maria Police Department station, located approximately 3.0 miles northwest of the proposed project area. The proposed project would not generate population growth or add people to the area. Thus, the proposed project would not generate the need for additional police services that would require new or physically altered facilities. No impact to police services would occur.

iii. Schools?

The proposed project would develop a maintenance and operations building on the existing Ernest Righetti High School campus. The proposed project would serve the existing population and would not induce population growth. Therefore, the proposed project would not increase demand for schools or necessitate construction of new school facilities. No impact would occur.

iv. Parks?

The proposed project would develop a maintenance and operations building on the existing Ernest Righetti High School campus. The proposed project would serve the existing population and would not induce population growth. Therefore, the proposed project would not increase demand for parks. No impact would occur.

v. Other public facilities?

The proposed project would develop a maintenance and operations building on the existing Ernest Righetti High School campus. The proposed project would serve the existing population and would not induce population growth. Therefore, the proposed project would not increase demand for public facilities or services. No impact would occur.

3.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.16.1 Impact Analysis

- 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?*

The proposed project would develop a maintenance and operations building on the existing Ernest Righetti High School campus. The proposed project would not contribute to substantial physical deterioration of the facility or cause deterioration to accelerate, thereby generating a need for additional neighborhood and regional parks or recreational facilities. Therefore, the proposed project's impacts related to the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated would be less than significant. No mitigation is required.

- 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?*

The proposed project would not demolish existing recreational facilities and would not construct new or expand current recreational facilities. The proposed project would develop a maintenance and operations building on the existing Ernest Righetti High School campus. The proposed project does not include new recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, no impact would occur.

3.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.17.1 Impact Analysis

- a. *Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The proposed project area is located on the existing Ernest Righetti High School campus.

Project construction activities associated with the development of a maintenance and operations building would last five months. During project construction, the proposed project would not require closure of any streets or interfere with vehicle, pedestrian, bicycle, or mass transit access. During project construction, vehicles would access work areas directly and would not be staged on the street. Due to the low number of workers required during construction (approximately 20 workers would be required during the five-month construction period) and the hours of construction (7:00 a.m. to 4:00 p.m.), construction traffic would not substantially change the number vehicle trips on the surrounding roadway network. Therefore, project construction would not cause changes to delay at any intersection, or operation of a roadway segment or freeway segment.

During operations, the maintenance and operations building would be open during school hours and would employ approximately 15 individuals. The District anticipates the project would not cause a substantial change in trip generation compared to existing conditions, because the building would replace a facility that was recently removed.

Because the proposed project would not result in a substantial increase in traffic on local streets, impacts related to conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

- b. *Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?*

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process that changes the methodology of a transportation impact analysis as part of CEQA

requirements. SB 743 directed the California Office of Planning and Research to establish new CEQA guidance for jurisdictions that removes the level of service (LOS) method, which focuses on automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion, from CEQA transportation analysis.

Rather, vehicle miles traveled (VMT), or other measures that promote “the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses,” are now be used as the basis for determining significant transportation impacts in the State.

As the proposed project would develop a maintenance and operations building, operation of the proposed project would not result in a substantial increase in traffic on local streets. The District anticipates the project would not cause a substantial change in trip generation compared to existing conditions, because the building would replace a facility that was recently removed. The addition of project traffic is not anticipated to exceed the County’s level of significance threshold of LOS (LOS C or better). In addition, implementation of the proposed project would not disrupt or otherwise prevent roadway improvements, including the addition of bike paths or sidewalks in the vicinity of the project site. The project would also not disrupt existing transit services. As such, implementation of the proposed project is not anticipated to generate a substantial increase in VMT and would not conflict with goals related to the reduction of VMT and compliance with SB 743. Therefore, the project would be consistent with State CEQA Guidelines Section 15064.3. Implementation of the proposed project would result in less-than-significant VMT impacts, and no mitigation would be required.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would develop a maintenance and operations building. The proposed project would not result in changes to or interfere with the County’s vehicular, bicycle, or pedestrian transportation system or increase hazards or incompatible uses. Therefore, there would be no impact regarding hazards due to a design feature or incompatible use.

d. Would the project result in inadequate emergency access?

Access to the proposed project site is from Berrywood Drive. The proposed project would not require closure of any streets and would not interfere with emergency access to the proposed project site or surrounding area. During project construction, vehicles would access the work areas directly and would not be staged on the surrounding streets. Therefore, no impact related to interference with an adopted emergency response plan or emergency evacuation plan would occur.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision I of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.18.1 Impact Analysis

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
- i. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or*

The District requested a Sacred Lands Inventory on file with the Native American Heritage Commission (NAHC), which concluded negative results (i.e., no sacred lands were identified in the project site) (Appendices B and C). Based on the list provided by the NAHC, on February 21, 2021, the District notified nine Native American tribal representatives consistent with AB 52 requirements; no responses have been received. However, in the unlikely event that unrecorded resources are discovered during construction activities, compliance with the California Public Resources Code would reduce this potential impact to less than significant.

- ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision I of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

The District requested a Sacred Lands Inventory on file with the NAHC, which concluded negative results (i.e., no sacred lands were identified in the project site) (Appendices B and C). Based on the list provided by the NAHC, on February 21, 2021, the District notified nine Native American tribal representatives consistent with AB 52 requirements; no responses have been received. However, in the unlikely event that unrecorded resources are discovered during construction activities, compliance with the California Public Resources Code would reduce this potential impact to less than significant.

3.19 UTILITIES AND SERVICE SYSTEMS

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

3.19.1 Impact Analysis

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

The proposed project would develop a maintenance and operations building on the existing Ernest Righetti High School campus. The proposed project would require the use of water and wastewater systems associated with the proposed buildings. Additionally, the proposed project would require electricity and telecommunication service. The utility services required of the proposed project would not necessitate the relocation or construction of new or expanded facilities. This impact would be less than significant.

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

Golden State Water provides potable water to the proposed project area. The building would have little impact on the overall water usage on campus, and it is anticipated that Golden State Water has sufficient water supplies to serve the proposed project. This impact would be less than significant.

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

The building would have little impact on the overall wastewater generation on campus, and it is anticipated that there is adequate capacity to serve the project's projected demand. This impact would be less than significant.

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The Santa Maria Regional Landfill (SMRL) operates on a 290-acre site in the City of Santa Maria, approximately 7 miles northeast of the project site. The SMRL is the location for regional solid waste disposal and provides recycling services. The permitted closure year for the SMRL is 2027. However, it is possible that the solid waste disposal functions of the SMRL would terminate sooner than 2027. According to the Preliminary and Partial Final Closure/Post-Closure Maintenance Plan (City of Santa Maria 2018) for the SMRL, the maximum permitted daily tonnage for disposal of solid waste is 858 tons/day, and the maximum permitted daily tonnage received at SMRL for recycling (concrete, asphalt, agricultural plastic, and green waste), diversion, and beneficial reuse is 811 tons/day. As of February 2021, the SMRL had a remaining net refuse capacity of 1,678,952 cubic yards (938,534 tons).

The amount of solid waste generated by the proposed project during construction and operation would be consistent with the amount of solid waste currently generated by the project site and would not contribute substantial quantities of solid waste to a landfill. Therefore, solid waste impacts resulting from construction and operation of the proposed project would be less than significant.

- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

AB 939 changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. AB 341 was passed in 2011, which established a 75 percent recycling goal by 2020.

The proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by federal and State law. In addition, as discussed above, the proposed project would not result in an excessive production of solid waste that would exceed the capacity of SMRL, the existing landfill serving the project site. Therefore, the proposed project would result in a less than significant impact related to federal, State, and local statutes and regulations related to solid wastes. No mitigation is required.

3.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.20.1 Impact Analysis

- a. *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

As discussed in the County of Santa Barbara Seismic Safety and Safety Element (Santa Barbara County 2015a), the County does not prescribe fixed emergency evacuation routes for geologic or seismic emergency events. In the event of an incident, law enforcement agencies, including County Sheriff's Department, the California Highway Patrol, and local police departments, are responsible for emergency or hazard related evacuations. The proposed project would not interfere with implementation of an emergency response plan or evacuation. There would be no impact.

- b. *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

The California Department of Forestry and Fire Protection (CALFIRE) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRA) and Local Responsibility Areas (LRA). The proposed project site is located in an LRA area with a non-fire hazard designation. The proposed project site is not located in or near a Very High Fire Hazard Severity Zone (VHFHSZ) nor is it located in or near a SRA. Therefore, the proposed project would not exacerbate wildfire risks due to slope and prevailing winds, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. As a result, a less-than-significant impact would occur, and no mitigation would be required.

- c. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The proposed project would not require the installation or maintenance of infrastructure that may exacerbate fire risk. No impact would occur.

- d. *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking but can also occur as a result of erosion and downslope runoff caused by rain following a fire. Because the proposed project site is level, the proposed project would not expose people or structures to potential substantial adverse effects associated with landslides. Further, the proposed project site is not located in or near a VHFHSZ nor is it located in or near a SRA. Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. As a result, a less-than-significant impact would occur, and no mitigation would be required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.21.1 Impact Analysis

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Implementation of the mitigation measures recommended in this Initial Study would ensure that construction and operation of the proposed project would not substantially degrade the quality of the environment; reduce the habitat, population, or range of a plant or animal species; or eliminate important examples 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)?*

The potential impacts of the proposed project are individually limited and are not cumulatively considerable. Implementation of mitigation measures recommended in this report would reduce potentially significant impacts that could become cumulatively considerable.

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

The proposed project would be constructed and operated in accordance with all applicable regulations governing hazardous materials, noise, and geotechnical considerations. Because all potentially significant impacts of the proposed project are expected to be mitigated to less-than-significant levels, it is unlikely that implementation of the proposed project would cause substantial adverse effects on human beings. As a result, less-than-significant impacts would occur with implementation of the recommended mitigation measures.

4.0 REFERENCES

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Appendix A

CalEEMod Results

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

Righetti Maintenance and Operations Building Project
Santa Barbara-North of Santa Ynez County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	0.00		0.25	3,480.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.1	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2022
Utility Company					
CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

Project Characteristics -

Land Use - Square footage of building, lot acreage = project area

Trips and VMT - Estimated worker trips per day during building construction = 10, with 5 haul trips for delivery of materials

Architectural Coating - Estimated value for interior and exterior

Vehicle Trips - Assumed 6 weekday trips per day (operations)

Area Coating -

Energy Use - Estimated Title 24 energy consumption based on facilities of similar size/scope

Water And Wastewater - Estimated water usage for indoors and exterior irrigation

Energy Mitigation -

Water Mitigation -

Solid Waste - Estimated waste

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblTripsAndVMT	HaulingTripNumber	0.00	5.00

2.0 Emissions Summary

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2021	8-31-2021	0.2873	0.2873
2	9-1-2021	9-30-2021	0.0952	0.0952
		Highest	0.2873	0.2873

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0176	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0180	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0176	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0180	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/14/2021	5	10	
2	Site Preparation	Site Preparation	6/15/2021	6/15/2021	5	1	
3	Grading	Grading	6/16/2021	6/17/2021	5	2	
4	Building Construction	Building Construction	6/18/2021	11/4/2021	5	100	
5	Paving	Paving	11/5/2021	11/11/2021	5	5	
6	Architectural Coating	Architectural Coating	11/12/2021	11/18/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 5,220; Non-Residential Outdoor: 1,740; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	1.00	1.00	5.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.2000e-004	1.0700e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2437	0.2437	1.0000e-005	0.0000	0.2438
Total	1.5000e-004	1.2000e-004	1.0700e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2437	0.2437	1.0000e-005	0.0000	0.2438

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289

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3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.2000e-004	1.0700e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2437	0.2437	1.0000e-005	0.0000	0.2438
Total	1.5000e-004	1.2000e-004	1.0700e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2437	0.2437	1.0000e-005	0.0000	0.2438

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	3.2000e-004	3.9100e-003	2.0100e-003	0.0000	2.7000e-004	1.5000e-004	4.2000e-004	3.0000e-005	1.4000e-004	1.7000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310

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3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0122	0.0122	0.0000	0.0000	0.0122
Total	1.0000e-005	1.0000e-005	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0122	0.0122	0.0000	0.0000	0.0122

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	3.2000e-004	3.9100e-003	2.0100e-003	0.0000	2.7000e-004	1.5000e-004	4.2000e-004	3.0000e-005	1.4000e-004	1.7000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310

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3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0122	0.0122	0.0000	0.0000	0.0122
Total	1.0000e-005	1.0000e-005	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0122	0.0122	0.0000	0.0000	0.0122

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005	7.5000e-004	4.1000e-004	1.1600e-003	4.1000e-004	3.9000e-004	8.0000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458

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3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0487	0.0487	0.0000	0.0000	0.0488
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0487	0.0487	0.0000	0.0000	0.0488

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005	7.5000e-004	4.1000e-004	1.1600e-003	4.1000e-004	3.9000e-004	8.0000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458

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3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0487	0.0487	0.0000	0.0000	0.0488
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0487	0.0487	0.0000	0.0000	0.0488

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456

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3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.0000e-004	2.1000e-004	0.0000	4.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1932	0.1932	2.0000e-005	0.0000	0.1937
Vendor	1.7000e-004	5.0900e-003	1.7300e-003	1.0000e-005	2.9000e-004	2.0000e-005	3.1000e-004	8.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.1567	1.1567	9.0000e-005	0.0000	1.1589
Worker	1.5000e-004	1.2000e-004	1.0700e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2437	0.2437	1.0000e-005	0.0000	0.2438
Total	3.4000e-004	5.9100e-003	3.0100e-003	1.0000e-005	6.4000e-004	2.0000e-005	6.7000e-004	1.7000e-004	1.0000e-005	1.9000e-004	0.0000	1.5935	1.5935	1.2000e-004	0.0000	1.5964

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456

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3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.0000e-004	2.1000e-004	0.0000	4.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1932	0.1932	2.0000e-005	0.0000	0.1937
Vendor	1.7000e-004	5.0900e-003	1.7300e-003	1.0000e-005	2.9000e-004	2.0000e-005	3.1000e-004	8.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.1567	1.1567	9.0000e-005	0.0000	1.1589
Worker	1.5000e-004	1.2000e-004	1.0700e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2437	0.2437	1.0000e-005	0.0000	0.2438
Total	3.4000e-004	5.9100e-003	3.0100e-003	1.0000e-005	6.4000e-004	2.0000e-005	6.7000e-004	1.7000e-004	1.0000e-005	1.9000e-004	0.0000	1.5935	1.5935	1.2000e-004	0.0000	1.5964

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

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3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.1000e-004	9.7000e-004	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2193	0.2193	1.0000e-005	0.0000	0.2195
Total	1.3000e-004	1.1000e-004	9.7000e-004	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2193	0.2193	1.0000e-005	0.0000	0.2195

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.1000e-004	9.7000e-004	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2193	0.2193	1.0000e-005	0.0000	0.2195
Total	1.3000e-004	1.1000e-004	9.7000e-004	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2193	0.2193	1.0000e-005	0.0000	0.2195

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	0.0409	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	0.0409	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High School	0.563532	0.028682	0.205515	0.123285	0.020921	0.005572	0.017481	0.019425	0.002786	0.002265	0.006886	0.002647	0.001003

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448
NaturalGas Unmitigated	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High School	64171.2	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448
Total		3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High School	64171.2	3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448
Total		3.5000e-004	3.1500e-003	2.6400e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4244	3.4244	7.0000e-005	6.0000e-005	3.4448

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High School	18757.2	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High School	18757.2	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.0300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0136					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0176	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

8.0 Waste Detail

8.1 Mitigation Measures Waste

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	0	0	0	0	0.73	
Fire Pump	0	0	0	0	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

Righetti Maintenance and Operations Building Project - Santa Barbara-North of Santa Ynez County, Annual

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Fire Pump - Diesel (0 - 11 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

11.0 Vegetation

Appendix B

Letter to the Native American Heritage Commission

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

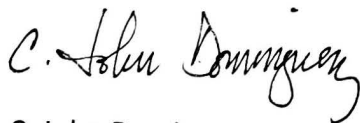
Subject: Righetti High School Maintenance and Operations Building Project

To Whom It May Concern:

The Santa Maria Joint Union High School District has decided to undertake the following project: Righetti High School Maintenance and Operations Building Project in Santa Maria, in Santa Barbara County, California. School Site Solutions, Inc. is conducting a study to determine if the project might affect cultural resources. Please review the Sacred Lands File for any Native American cultural resources that may be within or adjacent to the project area. The project area is located within portions of Section 2 of Township 9 North, Range 34 West of the San Bernardino Baseline, as depicted on the accompanying portion of the USGS 7.5-minute topographic quadrangle of *Santa Maria, Calif (2012)*.

We also request a list of Native American individuals and organizations that may have knowledge of cultural resources in the project area. If you have any questions, please contact me at the address and phone number below or via e-mail < john@schoolsitesolutions.com >. I look forward to hearing from you. Thank you.

Sincerely,



C. John Dominguez
School Site Solutions, Inc.
2015 H Street
Sacramento, CA 95811
916 930-0736 tel
916 784-0470 fax

Attachments:

Sacred Lands File Search Request
Figures 1 & 2: Project Maps

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Righetti High School Maintenance and Operations Building

County: Santa Barbara

USGS Quadrangle Name: Santa Maria

Township: 9N Range: 34W Section(s): 2

Company/Firm/Agency: School Site Solutions, Inc.

Street Address: 2015 H Street

City: Sacramento, CA Zip: 95811

Phone: 916-930-0736

Fax: 916-784-0470

Email: john@schoolsitesolutions.com

Project Description:

The District proposes the construction and operation of a new maintenance and operations building on Assessor's Parcel Number (APN) 107-200-012 the Righetti High School campus (APNs 107-200-012 and 107-200-013). The proposed building will consist of 2 maintenance bays, office, break room, laundry, toilet, and miscellaneous rooms.

The new building will include electrical and mechanical systems, and flooring, tile, ceilings, and paint will be installed.

New concrete paving will also be installed.

GENERAL NOTES:

- FOR EXTENT OF DEMOLITION WORK, SEE A114 AND CIVIL DRAWINGS.
- FOR ACCESSIBLE PATH OF TRAVEL, SEE A113.
- FOR FIRE ACCESS PLAN, SEE A112

SYMBOL LEGEND:

SYMBOL	DESCRIPTION
	NEW METAL BUILDING
	PROPERTY LINE

DSA Stamp

Architect



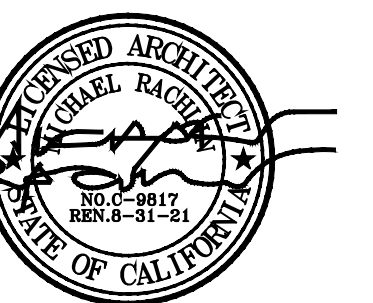
Disclaimer:
 THESE DRAWINGS ARE THE PROPERTY OF THE ARCHITECT. THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWINGS ARE PROPRIETARY AND CANNOT BE COPIED, DUPLICATED OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART. THE DRAWINGS AND SPECIFICATIONS SHALL NOT BE USED BY THE OWNER ON OTHER PROJECTS FOR ANY PURPOSES WITHOUT THE WRITTEN AUTHORIZATION OF THE ARCHITECT. THE OWNER AGREES TO HOLD HARMLESS, INDEMNIFY AND DEFEND THE ARCHITECT AGAINST ALL DAMAGES, CLAIMS AND LOSSES, INCLUDING DEFENSE COSTS, ARISING OUT OF ANY REUSE OF PLANS AND SPECIFICATIONS WITHOUT THE WRITTEN AUTHORIZATION OF THE ARCHITECT OF RECORD.
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Righetti Maintenance and Operations Building
 Righetti High School
 Santa Maria, California 93455

Rev	Date	Issue
1	07.02.19	Design Development
2	07.22.19	50% Construction Drawings
3	01.17.20	100% Construction Drawings

Date:
 Scale: As Shown
 Drawn By: JMS
 Checked By: MR, PD

Architect / Engineer Stamp



Consultants

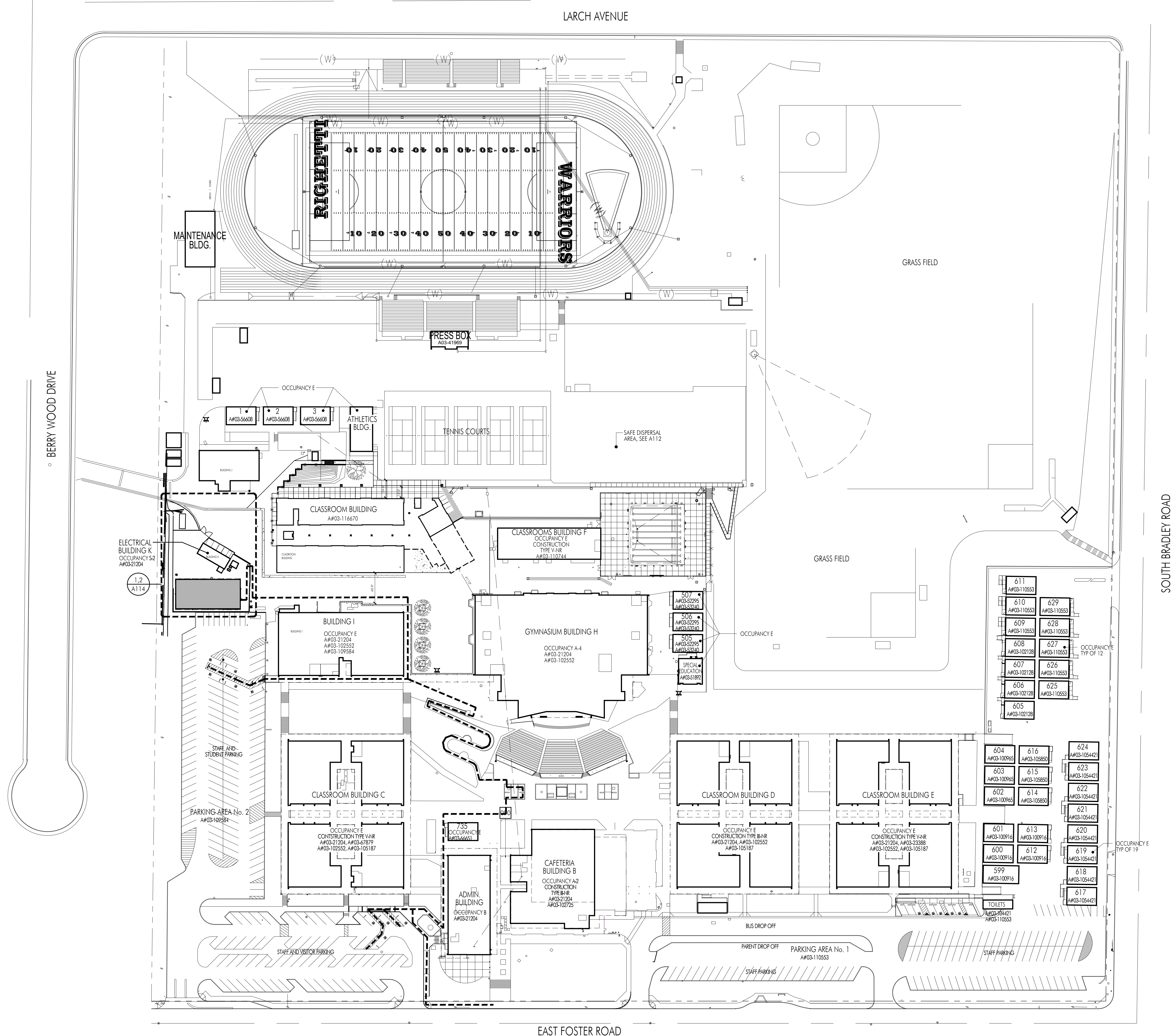
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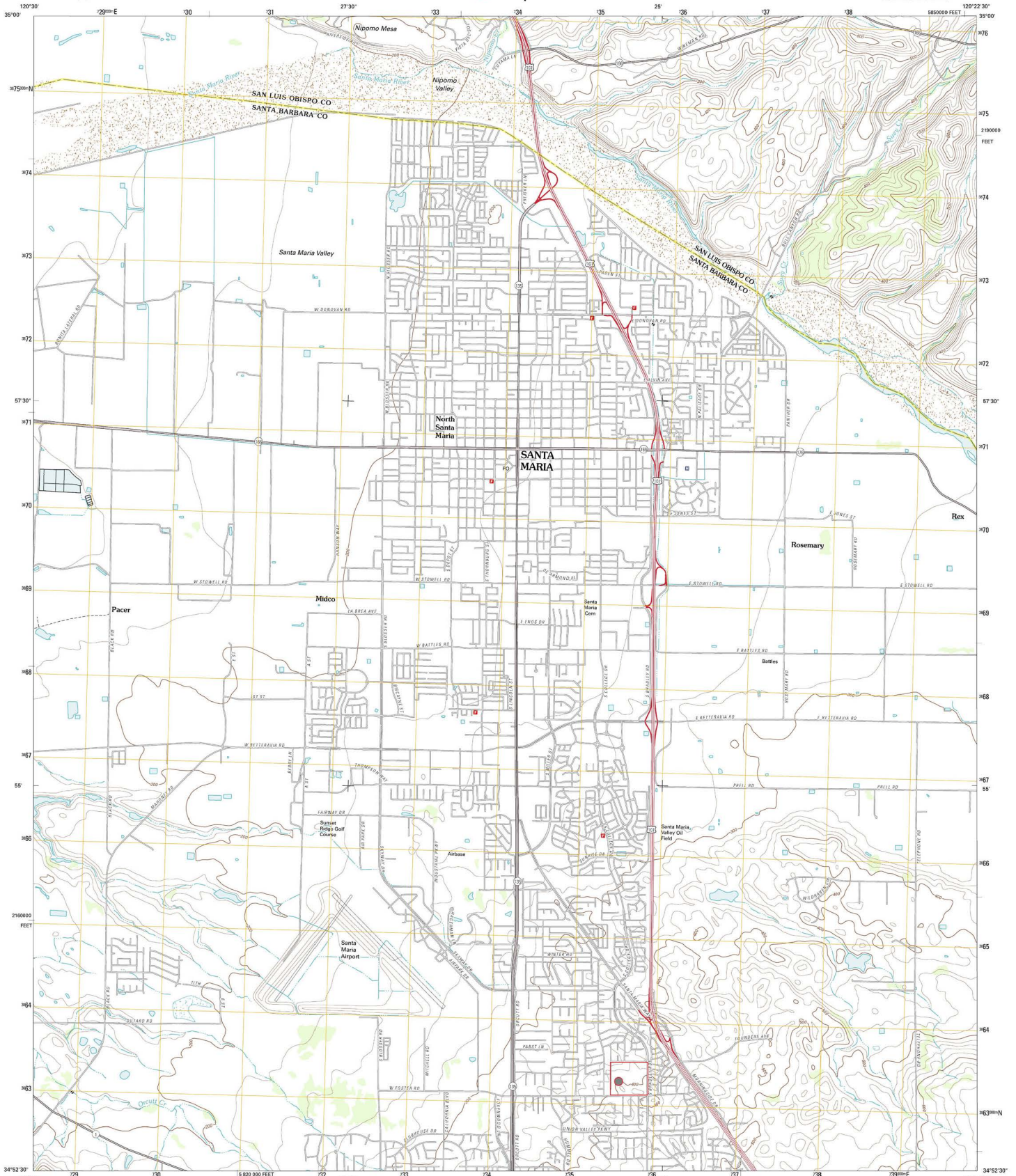
Overall Site Plan

Sheet Number

A111

Plot Date: 1/27/2020 2:28:30 PM Last Save By: dhamilton Login: Paul Dragasac G:\Projects\School Districts\Santa Maria\JHS\SMSD-ERM\CD-Drawings\01_Architectural\SMSD-ERM\CD-A111.dwg

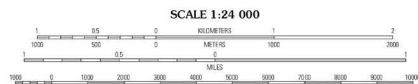




Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84), Projection and
1 000 meter grid: Universal Transverse Mercator, Zone 10S
10 000-foot Index: California Coordinate System of 1965
(zone 5)

UTM GRID AND 2012 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

U.S. National Grid	World Magnetic Grid
60	00
12	00



ROAD CLASSIFICATION

Interstate Route	State Route
US Route	Local Road
Ramp	4WD
Interstate Route	US Route
	State Route

QUADRANGLE LOCATION

Orleans	Nipomo	Thomas Peak
Geopline	Santa Maria	Tulehill
Combs	Orwell	Sequoia

ADJOINING 7.5 QUADRANGLES

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the
National Geospatial Program US Topo Product Standard, 2011.
A metadata file associated with this product is draft version 0.6.1

Appendix C
Sacred Lands File

NATIVE AMERICAN HERITAGE COMMISSION

March 2, 2021

John Dominguez, President
School Site Solutions, Inc.

Via Email to: john@schoolsitesolutions.com

Re: Righetti High School Maintenance and Operations Building Project, Santa Barbara County

Dear Mr. Dominguez:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Sarah.Fonseca@nahc.ca.gov.

Sincerely,



Sarah Fonseca
Cultural Resources Analyst

Attachment



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contact List
Santa Barbara County
3/2/2021**

**Barbareno/ Ventureno Band of
Mission Indians**

Brenda Guzman,
58 N. Ann Street, #8 Chumash
Ventura, CA, 93001
Phone: (209) 601 - 4676
brendamguzman@gmail.com

**Northern Chumash Tribal
Council**

Fred Collins, Spokesperson
P.O. Box 6533 Chumash
Los Osos, CA, 93412
Phone: (805) 801 - 0347
fcollins@northernchumash.org

**Barbareno/ Ventureno Band of
Mission Indians**

Patrick Tumamait,
992 El Camino Corto Chumash
Ojai, CA, 93023
Phone: (805) 216 - 1253

**San Luis Obispo County
Chumash Council**

Mark Vigil, Chief
1030 Ritchie Road Chumash
Grover Beach, CA, 93433
Phone: (805) 481 - 2461
Fax: (805) 474-4729

**Barbareno/Ventureno Band of
Mission Indians**

Julie Tumamait-Stenslie,
Chairperson
365 North Poli Ave Chumash
Ojai, CA, 93023
Phone: (805) 646 - 6214
jtumamait@hotmail.com

**Santa Ynez Band of Chumash
Indians**

Kenneth Kahn, Chairperson
P.O. Box 517 Chumash
Santa Ynez, CA, 93460
Phone: (805) 688 - 7997
Fax: (805) 686-9578
kkahn@santaynezchumash.org

**Barbareno/ Ventureno Band of
Mission Indians**

Annette Ayala,
188 S. Santa Rosa Street Chumash
Ventura, CA, 93001
Phone: (805) 515 - 9844
annetteayala@yahoo.com

**Chumash Council of
Bakersfield**

Julio Quair, Chairperson
729 Texas Street Chumash
Bakersfield, CA, 93307
Phone: (661) 322 - 0121
chumashtribe@sbcglobal.net

**Coastal Band of the Chumash
Nation**

Mariza Sullivan, Chairperson
P. O. Box 4464 Chumash
Santa Barbara, CA, 93140
Phone: (805) 665 - 0486
cbctribalchair@gmail.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Righetti High School Maintenance and Operations Building Project, Santa Barbara County.

Appendix D

Site Photos



