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[IDENTIFYING POTENTIAL IMPACTS FOR THE ALTERNATIVE SANTA MARIA DOWNTOWN SPECIFIC PLAN]

IDENTIFYING POTENTIAL IMPACTS FOR THE
ALTERNATIVE DOWNTOWN SANTA MARIA SPECIFIC PLAN

by

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Attachment C

APPROVAL PAGE

TITLE: Identifying Potential Impacts for the Alternative Downtown Santa Maria Specific Plan

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Attachment D

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1. Introduction

1.1 Background

This document will identify impacts related to the Alternative Downtown Santa Maria Specific Plan. The Alternative Downtown Santa Maria Specific Plan offers an alternative to the Downtown Santa Maria Specific Plan. The main differences between the two plans are listed below.

Alternative Downtown Specific Plan (ADSP) vs. Downtown Specific Plan (DSP)

- ADSP implements a “refocused downtown” that establishes the downtown on a parcel bordered by McClelland Street (East), Broadway (West), Cook Street (North) and Park Avenue (South). Relocating the downtown away from Main Street and Broadway will foster a pedestrian-oriented downtown that is protected from the traffic and noise limitations of Broadway and Main.
- ADSP increases building footprints and densities in various areas but especially around the ‘Town Central Village Square’, a public square intended for community activities, which will be located next to the redeveloped Town Center East Mall (redevelopment of mall includes a new movie theater)
- ADSP design provides a variety of amenities and services within each major design area
- More commercial/office uses in the ADSP
- Cook Street and McClelland Street are closed to traffic in certain spots in ADSP
- ADSP design proposal contains both high- and medium-density residential
- Live/Work uses in DSP

The Alternative Downtown Specific Plan is heavily influenced by the main goals and objectives established in the CRP 411 General Plan Update and the Santa Maria Downtown Specific Plan.

CRP 411 General Plan Update

The CRP 411 General Plan Update was informed by surveys conducted throughout the City of Santa Maria from October 2010 to February 2011. Surveys of local residents were conducted at: Farmer’s Market, Waller Park, Abel Maldonado Community Center, Santa Maria Christmas

Parade, and Grocery Stores. Below is a list of some of the most significant survey responses that influenced the design in the Alternative Downtown Specific Plan. (Survey responses listed are from the CRP General Plan Land Use and Circulation Chapter)

Survey – Community Input List

- Need more nightlife and entertainment activities, such as music venues, teen clubs, skate parks and shopping
- Provide additional retail options, improvements to Town Center Mall area
- More public plazas, pedestrian-friendly areas and walk-able streets
- Improvements to bike paths, crosswalks and safety lanes

Below is a list that identifies important elements of the Downtown Specific Plan that influenced the design of the Alternative Downtown Specific Plan.

Santa Maria Downtown Specific Plan - Purpose and Goals

- Decline of local businesses has lead to a need for redevelopment efforts to restore the blighted Downtown. With the Town Center Mall and Town Center West located within the downtown, the DTSP takes advantage of this opportunity to capture a larger share of the retail trade.
- DTSP implements a development model that is sustainable for a growing population (Since 1957, the City's population has more than doubled, with the 2000 Census reporting the population as 77,423 persons. As of January, 2005 Santa Maria's population is over 85,300 persons)
- Retain historic structures and strengthen relationships to surroundings
- Increase travel mode options to and from downtown while maintaining a pedestrian-oriented retail development model for downtown

1.2 Purpose

In April 2011, IS Consultants was hired by a developer (the client) to conduct a study that identifies the potential impacts of the Alternative Downtown Santa Maria Specific Plan. The

purpose of this document is to provide the client with expert recommendations from a city planner's perspective. This document will answer several questions:

- 1.) What types of impacts will be created by the Alternative Downtown Santa Maria Specific Plan? (Chapter 3)
- 2.) How should the client respond to significant impacts? (Chapter 4)
- 3.) Is implementation of the Alternative Downtown Santa Maria Specific Plan feasible, given the anticipated costs and impacts? (Chapter 5 and 6)

1.3 Process

During the process of identifying the impacts, the Alternative Santa Maria Specific Plan was divided into 15 specific designs. Each specific design is listed as a subsection in Chapter 3 and will be discussed in that order. The most significant impacts of the project are summarized and identified in Chapter 4. Finally, Chapter 5 will provide the client with project alternatives and concluding advice regarding the project feasibility. Chapter 2 will provide a project description and provide a brief summary of each specific design.

2. Project Description

1.1 Location

The Alternative Santa Maria Downtown Specific Plan designates its downtown borders as: Pine Street (West), Miller Street (East), Main Street (North) and Morrison Avenue (South).

The specific plan is separated into five main areas shown in Figure 1.1, listed under Impact Areas in the legend (also listed in Chapter 3 under sections 3.1, 3.2, 3.3, 3.4 and 3.5). Each area has its own specific design features (listed as italicized subsections in Chapter 3). The specific designs for each area are summarized in section 1.2 of this chapter.

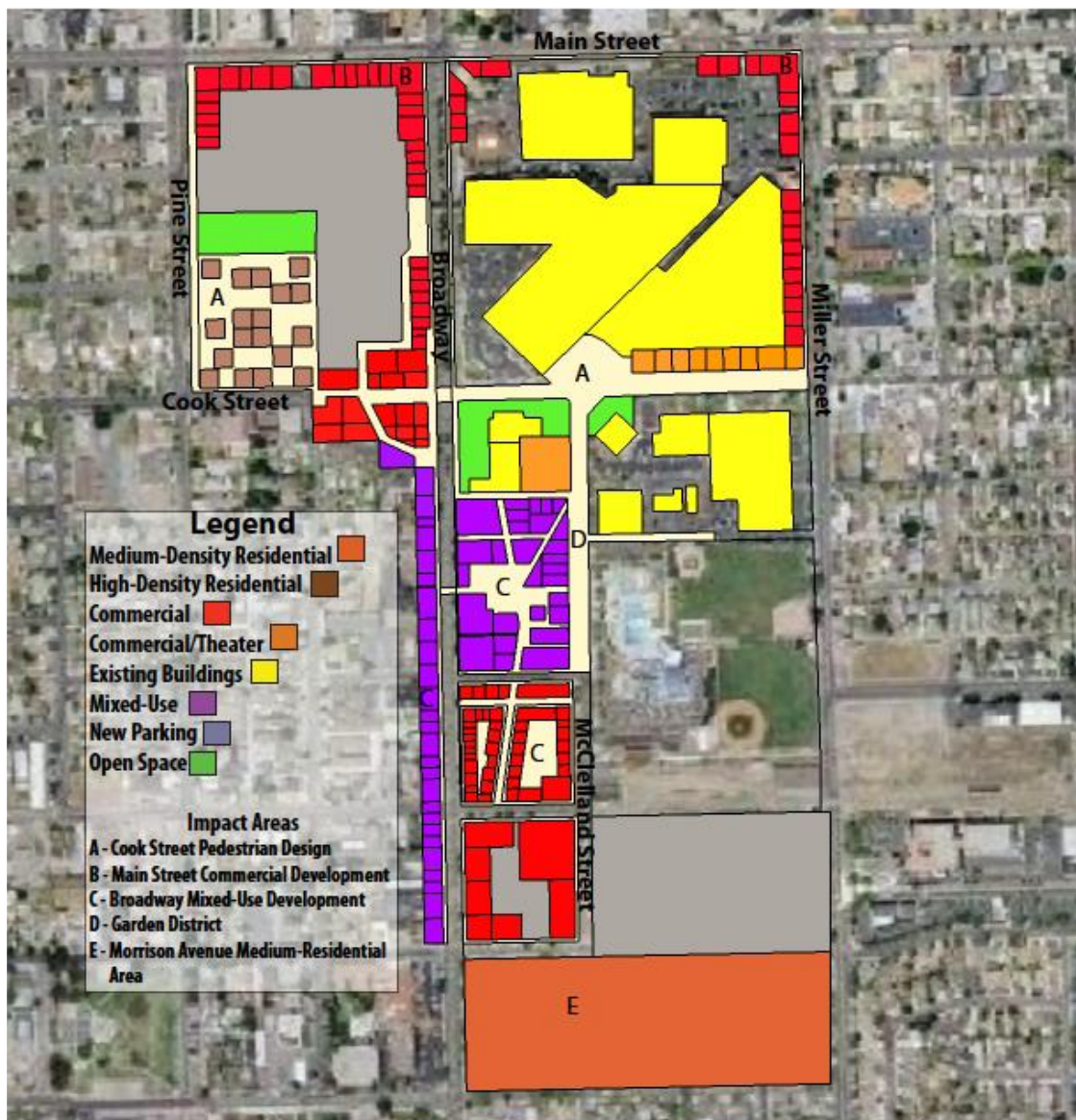


Figure 1.1: Site Plan for Alternative Santa Maria Downtown Specific Plan

1.2 Specific Design Summaries

3.1 Broadway

An essential, specific design idea in the Broadway area (shown as C in Figure 1.1) is to implement high density, mixed use development. The west end of Broadway from Cook Street to Park Avenue will be designated as Commercial/Office uses. The Broadway Commercial Center will be proposed on the east end between Cook Street and Jones Street. The design includes bulb outs along Broadway, which would calm traffic and create an opportunity to add street parking to serve the mixed use buildings.

*The impacts and further description of the specific designs on Broadway will be addressed in Chapter 3 under the subsections:

High Density Commercial/Office Development, Street Parking

Broadway Commercial Center

3.2 Cook Street

Cook Street (shown as A in Figure 1.1) is closed to vehicular traffic from Broadway to Miller Street and from Pine Street to Broadway. This creates an opportunity for the City to create a pedestrian-oriented environment that is sheltered from the vehicular and truck traffic on Broadway. The design includes a pedestrian pavilion, the ‘Town Center Village Square’ located right outside the Town Center Mall on the west end on Cook Street between Broadway and Miller Street. To the east of the pavilion will be an addition of 61,000 square feet (estimate) of retail. The retail stores will replace the offices (connected to the Town Center Mall) as the storefront. The pedestrian pavilion area can be assessed by a stoplight located on Broadway that allows vehicle traffic a right-of-way left or right turn, which directs vehicles into an existing parking area that will serve the pavilion.

The east end of Cook Street (between Pine to Broadway) is closed to traffic and will have high-density commercial and retail development proposed on the southwest corner of Cook Street/Broadway. Across the street, on the northeast corner of Pine Street and Cook Street, there will be high-density residential. The two proposed developments will create an enclosed and walk-able environment that will encourage an active and vibrant community on Cook Street.

A row of trees, signage, and additional roadblocks on both sides of the Cook Street/Broadway entrance will prevent vehicles from entering. To improve connectivity between the two ends of Cook Street, there will be a walkway crossing between the northwest and northeast corner of Cook Street/Broadway with traffic calming features.

*The impacts and further description of the specific designs on Cook Street will be addressed in Chapter 3 under the subsections:

Broadway-Miller St. Pavilion and Retail Design

Pine St./Broadway Commercial/Residential Development

3.3 Garden District

The Garden District (shown as D in Figure 1.1) consists of several primary arterials including Boone Street, McClelland Street, and Miller Street. This chapter will explore the proposal to significantly alter the circulation patterns in this area. In this design, Boone Street will be designated as a one way, eastbound street that is directed to a roundabout adjacent to the swimming pool. McClelland Street is proposed to be a one way, southbound street. Additionally, a small driveway south of the pool between Miller Street and McClelland Street will provide on-site parking. Another proposed driveway north of Simas Park may be accessed by Miller Street, which will provide parking for the northern end of the Garden District.

*The impacts and further description of the specific designs on Garden District will be addressed in Chapter 3 under the subsections:

Boone St. Pool Pathway

McClelland Driveway

Miller St. Driveway

Miller and McClelland Parking Driveway

3.4 Main Street

This area (shown as B in Figure 1.1) includes four separate high density commercial buildings proposed on Main Street. All buildings will be designed in an “L” shape and will be two stories. The commercial developments will be located on the southwest corner of Main Street and Miller

Street, the southeast corner of Main Street and Pine Street, and the southwest and southeast corner of Main Street and Broadway. The sidewalk on Main Street will be widened to 12 ft. The designs will be generally the same except for the building on the southeast corner on Main Street and Broadway which will include a landmark/pedestrian pathway design.

*The impacts and further description of the specific designs on Main Street will be addressed in Chapter 3 under the subsections:

Southwest Corner of Main Street/Miller

Southeast Corner of Main Street/Broadway

Southwest Corner of Main Street/Broadway

Southeast Corner of Main Street/Pine Street

3.5 Morrison Avenue

There are several specific design ideas located in the Morrison Avenue area (shown as E in Figure 1.1). The proposed medium density residential development will be bordered between Morrison Avenue/Park Avenue (North/South) and S. Broadway and Miller Street (West/East). Another design proposes an addition of a bowling alley on the corner of Jones Street. and McClelland Street. A parking lot is proposed north of Oak Street to serve the Morrison Avenue developments, bowling alley, and the southern end of the Garden District.

*The impacts and further description of the specific designs on Morrison Avenue will be addressed in Chapter 3 under the subsections:

Morrison/Park Ave Medium-Density Residential Development

Jones St./ McClelland Bowling alley

Jones St. Parking Area

3. *Identification of Potential Impacts*

This chapter will identify the impacts related to each area's specific designs. The impacts will be organized by the following CEQA elements: Aesthetics, Air Quality, Hydrology, Land Use, Noise, Public Facilities and Services, Recreation, Transportation and Circulation, Utilities and Service Systems. Each specific impact will be represented in italics by the specific design area and the associated CEQA element (for example: *Impact Broadway-1: Aesthetics*).

3.1 Broadway

High Density Commercial/Office Development, Bulb outs, Street Parking:

There are three designs proposed on S. Broadway. One proposed design is to implement high density commercial and office development on the west side of Broadway between Cook St. and Park Ave. Commercial uses will be on bottom with offices on top.



Image 3.1: High Density Commercial/Office Uses

Impact Broadway-1: Aesthetics

The overall visual character of S. Broadway between Cook Street and Park Avenue will be impacted by the commercial/office developments. The public's view of the street will be influenced by the commercial storefronts, as the new commercial buildings will increase density to two stories. The distance between the sides of buildings will be decreased. This increase in density will noticeably create a more enclosed and urban environment. Existing buildings

include a car wash, motels, single story offices, restaurants, and clubs. The current buildings do not have any noticeable design patterns. The client will have to make sure that the Broadway high density commercial/office buildings are aesthetically integrated to the area's character by complying to design guidelines.

Impact Broadway-2: Air Quality

Since the designs in the Alternative Downtown Specific Plan (ADSP) are all located in a high activity area with many different uses, it is very important to determine the project's air quality impacts. The construction of any of the proposed designs in the ADSP may result in the emission of pollutants levels that exceed the established air quality standards tested during the CEQA (California Environmental Quality Act) process. The Santa Barbara County Air Control District (SBCAD) is responsible for the monitoring of air quality standards in all Santa Barbara Counties. This regional agency coordinates efforts between local agencies to assure that the principles and standards in the California Clean Air Act are implemented.

The impacts of this project will require the client to coordinate with SBCAD to evaluate the potential impacts on air quality. Working with the SBCAD will prepare the project to meet CEQA guidelines. During the evaluation stage of CEQA, a list of criteria pollutants will be analyzed to determine the total emissions resulting from construction, operation and generated trips. These statistics will provide the client with an idea of the health risks and environmental effects related to the project. Common State and Federal pollutants monitored include: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, respirable/fine particulate matter, lead, sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles.

Additional ambient air quality data that directly relates to the ADSP region can be found in the Downtown Specific Plan EIR Air Quality chapter. The document identifies the main pollutant of concern as particulate matter (PM), which is influenced by construction activities and also nearby agricultural uses. Analysis of air quality should be guided by the SBCAPCD's Scope and Content of Air Quality in Environmental Progress. The client is advised to calculate emissions related to construction and vehicle trips with a program called URBEMIS. Use the results to implement measures that would reduce the emissions to a less than significant level. Air quality

is a significant focus of CEQA and developers are advised to invest the adequate time and money in studies that prove their commitment in mitigating the project's air quality emissions.

Impact Broadway-3: Land Use

The estimated total square footage of the proposed commercial/office buildings on Broadway is shown in Figure 3.1. The Broadway design will replace several existing commercial businesses on Broadway. These businesses include: Spearmint Rhino Club, Lemos Feed and Pet Supplies, Santa Maria Car Wash and Acupuncture Family and Herbs. The client will have to determine what types of impacts will occur with the increase in density along Broadway.

Broadway - Mixed Use Development	Square Footage	Gross Floor Area	Parking Spots
Commercial/Office on S.Broadway	133,360	266,720	1,026
Broadway Commercial Center	248,888	497,776	1,915
Total	382,248	764,496	2,940

Figure 3.1: Broadway Mixed-Use Development

According to the City/Redevelopment Parking Reduction Radii Map in the Downtown Specific Plan EIR, the Broadway design falls under Zone A, which is served most conveniently by two nearby parking lots on the corner of Cook/Broadway and Cook/McClelland. Therefore, the existing supply of parking will accommodate the Broadway design.

Impact Broadway-4: Transportation and Circulation

The high density commercial/office design will create about 133,360 square feet of development and will severely affect the existing circulation conditions on Broadway. Currently, S.

Broadway is served by two northbound one-way lanes, two southbound one-way lanes, and a center lane for right or left turns. The addition of high density commercial will increase traffic on S. Broadway, particularly during hours of operation. On a street that is already impacted by high volumes of vehicular and truck traffic (2004 Caltrans study shows S. Broadway carries about 29,000 Average Daily Trips), the addition of high density mixed use development along S. Broadway will certainly lower the Level of Service standards at S. Broadway intersections.

According to the traffic study conducted in for the Downtown Specific Plan EIR, the intersection

conditions on Broadway are already poor. For example, the 2006 Downtown Specific Plan EIR Traffic Analysis stated that the Broadway/Cook St. intersection operated at a Level of Service “C” at peak hours (Level of Service “D” is considered unsatisfactory by City of Santa Maria). Therefore, it is feasible to predict that the additional traffic on S. Broadway will result in a degradation of traffic flow. Because of this, it is necessary for the project developer to take action in providing roadways that meet the City of Santa Maria Level of Service standards.

The proposed high density offices and commercial buildings will cause many drivers to choose an alternative route to reach north-south destinations. IS Consultants predicts that downtown roads like Cook Street, Boone Street, Jones Street, Lincoln Street, and Miller Street. will receive most of the impact. However, since these roadways are secondary arterials, they are not designed to serve high volumes of vehicular traffic and especially not industrial sized trucks. Miller Street, for example, only sees 6,900 Average Daily Trips. IS Consultants recommends a conduction of a traffic study that calculates the exact amount of traffic that will be directed to nearby streets as a result of the west side of S. Broadway Commercial/Office Developments. The developer will also need to calculate statistics on how many additional trucks these uses will generate and what types of mitigations, such as truck route diversions are necessary.

Another element of concern is the excessive use of the center right or left turn lane on S. Broadway. Vehicles will rely on the center lane to access the proposed commercial/office buildings. The main issue will be the northbound vehicles on S. Broadway, which have to turn left from the center lane. High volumes of oncoming southbound traffic will make it difficult for these cars to access the proposed buildings. Mitigations are needed to prevent congestion for traffic headed north on S. Broadway.

There is limited existing street parking available between Cook Street and Orange Street. Additional street parking and bulb outs will be proposed to provide parking near sidewalks and storefronts on S. Broadway between Boone Street and Park Avenue. These proposals will impact circulation for southbound trips on S. Broadway. The bulb outs are expected to slow traffic, causing delays especially during peak hours.

Broadway Commercial Center:

A second part to the Broadway Mixed Use Development design is the Broadway Commercial Center, which will be located on a site bordered by S. Broadway (West), McClelland Street (East), Cook Street (North) and Jones Street (South). Specific locations of the proposed buildings are shown in the site plan (under “C”). The estimated total square footage of the proposed Broadway Commercial Center is shown in Figure 3.1. The Broadway Commercial Center buildings will be two stories with commercial uses on the bottom and office uses on top.



Image 3.2: High Density Mixed Use Development

Impact Broadway-5: Aesthetics

The proposed site will aesthetically change significantly. It will increase in density to 2 stories, creating a more enclosed feeling. The two-story storefronts on S. Broadway will be visible to vehicles traveling on the roadway. The Broadway Commercial Center and the adjacent proposed

Broadway Mixed Use Developments described previously in this chapter will create an enclosed effect along S. Broadway.

Impact Broadway-6: Air Quality

Refer to *Impact Broadway-2: Air Quality*

Impact Broadway-7: Land Use

Land use on the proposed site location will be changed to permit high density commercial and office uses. This change in land use is not expected to negatively affect surrounding uses. The existing uses at the location of the proposed Broadway Commercial Center are a mixture of public resources buildings, commercial, and offices for City services. Therefore, the land uses will generally remain the same, but will allow higher density developments. Historic buildings, such as the Santa Maria Public Library and Natural History Museum will remain. The client is advised to develop the specific plan of this proposed design in a way that is focused around the downtown area as a whole. Sell the implementation of high density commercial and office uses as an opportunity for the City of Santa Maria to support its retail uses and expand its economic opportunities.

Impact Broadway-8: Noise

The proposed location of the Broadway Commercial Center is not near any noise-sensitive uses such as schools, hospitals, hotels or residences. However, most of the downtown area is within the 60 dBA noise contour. This means that the proposed project area is likely to be at the commercial noise standards of 60 dBA at night and 65 dBA during the daytime. Therefore, increasing the density will likely result in noise levels that violate the Santa Maria noise standards. However, the Broadway Commercial Center can be designed strategically by the client to reduce noise impacts to a feasible level.

Impact Broadway-9: Public Facilities and Services

The implementation of the Broadway Commercial Center will not impact any of the following buildings: Natural History Museum, City Hall and Santa Maria Public Library. The proposed buildings in the Broadway Commercial Center design will build around these significant

resources. However, existing buildings including the Police Department, City Attorney, Central Coast Commission, and Park and Recreation Department will be moved. Since, these resources are not considered to be historical or cultural; the change will not be a significant impact. The services related to the City will share the new buildings with the commercial uses.

Impact Broadway-10: Transportation and Circulation

The increase of commercial and offices will increase traffic on the site. Vehicle trips will increase on the streets bordering the proposed location, which includes Jones Street, Broadway, Boone Street, Cooke Street and McClelland Street. The circulation impacts to this area are complicated and the total impacts on these streets are discussed in the 3.3 Garden District – Circulation chapter.

Impact Broadway-11: Utilities and Service Systems

The addition of approximately 382,248 square feet (Figure 3.1) of commercial and office development on Broadway will require the support of utilities and service systems. The client is advised to conduct a study that will determine whether the Santa Maria Waste Water Treatment Plant and the existing pipes will be capable of accommodating for the total waste produced by the additional population and infrastructure. The total waste water produced should not exceed the requirements established by Regional Water Quality Control Board. The availability of other utilities, such as water should also be studied in order to provide adequate water supply.

3.2 Cook Street

Broadway-Miller St. Village Square Pavilion Area Design:

Cook Street, between Broadway and Miller Streets, will be closed to vehicular traffic. This will allow pedestrians to move about freely and safely, helping the new Santa Maria downtown area to become more pedestrian-friendly. The focus of this pedestrian street is a “village square”, an open plaza-style pavilion (approx. 50,000 sq. ft.) for people to mingle and interact. Events such as farmers markets, concerts, and other community events could take place in this village square. The City of Santa Maria already has plans to convert the adjacent Gottshalks building with a large movie theater, so restaurants and other retail/entertainment uses that support the theater will

be placed across the village square to the east. Across Cook Street, many of the existing buildings, which include many important community services, such as a public library, will remain in their present location.



Image 3.3: Pedestrian Pavilion

Impact Cook-1: Aesthetics

The professional office building that is currently located at the corner of Miller Street and Cook Street will be replaced by a row of restaurants and other entertainment uses to support the new theatre that is already planned to be constructed. The new restaurants/entertainment uses building(s) will be much larger than the current professional office building; that being said, it is important that the client investigate whether any ‘key views’ of surrounding land will be obstructed by this much larger building. Since there is a large mall (Town Center East Mall) currently standing behind the proposed location of these restaurants/other entertainment uses, it’s not likely that this proposed increase in building footprint and density will impact any ‘key views’ that are not already impacted by the size of the Town Center East Mall.

Impact Cook-2: Air Quality

Refer to Impact Broadway-2: Air Quality

Impact Cook-3: Land Use

The only real change in land use in this area is that the professional office/retail building that is currently located at the corner of Cook Street and Miller Street will be torn down and reconstructed to increase building footprints to reflect the new use as restaurants and other entertainment uses intended to support the nearby theater and mall area along with any community events in the pavilion. The overall building footprint for all the restaurants will increase to 48,000 square feet total, though most of these buildings would be single-story.

Impact Cook-4: Transportation and Circulation

Vehicular circulation on all streets surrounding Cook Street will be impacted by the closure of Cook Street to vehicular traffic in some way. The existing average daily traffic (ADT) for Cook Street is 3,200 on the eastern side of Broadway (Santa Maria Downtown Specific Plan, 2007). The proposed design calls for shutting down vehicular traffic on Cook Street between Broadway and Miller Street to the east and based on the traffic counts performed for the Downtown Specific Plan EIR, Cook Street fairly busy with over 3,000 cars traveling on that street each day. Also, that figure is for existing conditions and therefore does not account for the expected increase of traffic generated by the overall downtown site as a result of this project. Therefore, it's reasonable to assume that closing Cook Street will impact the vehicular traffic patterns in downtown Santa Maria.

Those impacts will result in pressure on the surrounding streets to absorb the vehicular traffic that currently travels on Cook Street between Broadway and Miller Street. Since this plan calls for slowing down and reducing vehicular traffic on Broadway, it makes sense that Main Street, which runs parallel to the north of Cook Street, and Miller Street, as well as other nearby residential connector streets, will carry much, if not all, of the burden of carrying the traffic that would normally travel on Cook Street. For example, a resident who lived east of Broadway could currently travel east on Cook Street to access the new transit center located at Miller and Boone Streets; if Cook Street is closed, however, that same driver will need to drive north on

Pine Street and then east on Main Street and then south on Miller Street. As can be seen in the table below, the existing levels-of-service for Main Street all qualify as level B, so traffic on Main Street isn't currently an issue. However, Main Street will be impacted because drivers east of Broadway that can currently utilize Cook Street to access Miller Street will now most likely use Main Street. If, as expected, the new downtown site increases traffic in the downtown area, then this additional traffic will only increase the pressure that closing Cook Street puts on the surrounding street network. The movie theater and adjacent restaurants will likely be busiest in the evenings and on the weekends so traffic on Main Street and Miller Street could be a serious concern during those times as Broadway is not being designed to support heavy traffic.

Table 4.10-3 Existing PM Peak Hour LOS

Intersection	Control	Delay / LOS
Broadway/Fesler Street	Signalized	18.5 Sec/LOS B
Broadway/Main Street	Signalized	21.3 Sec/LOS C
Broadway/Cook Street	Signalized	26.9 Sec/LOS C
Main Street/Pine Street	Signalized	17.0 Sec/LOS B
Main Street/Lincoln Street	Unsignalized	10.4 Sec/LOS B
Main Street/Town Center Drive	Signalized	18.7 Sec/LOS B
Main Street/Miller Street	Signalized	38.6 Sec/LOS B

Source: Downtown Specific Plan, City of Santa Maria, California, Supplemental Traffic Analysis (ATE; April 2006).

Note: LOS based on average delay per vehicle in seconds pursuant to HCM.

Figure 3.2: Existing Levels of Service in Santa Maria (City of Santa Maria Downtown Specific Plan EIR, 2009)

Impact Cook-5: Utilities and Service Systems

The change in land uses from professional office to larger restaurants and entertainment venues such as arcades and boardwalk-type business could impact the wastewater generated in this area of the overall downtown design. The current building occupies about 13,500 square feet while the proposed building(s) are a combined 48,000 square feet. A special engineering consulting firm should be hired to survey the wastewater demand for this and all areas within the new downtown Santa Maria.

Pine St./Broadway Commercial/Residential Development Design:

Cook Street will also be shut down to vehicular traffic from the edge of S. Lincoln Street to Broadway and converted to a pedestrian-oriented retail and commercial area. The high-density residential portion of the new downtown is located in this area at the corner of Cook Street and

Pine Street. Adjacent to this residential development complex will be a mixture of restaurant and retail uses catering to pedestrian passerby.



Image 3.4: High-Density Residential

Impact Cook-6: Aesthetics

The residential development could have an aesthetic impact on the surrounding neighborhoods as they will result in an increase in building footprint and building density/height. The apartment buildings will replace low-density commercial buildings and parking lots and thus could result in blocking some key views of the open land surrounding Santa Maria in the residential neighborhoods to the south and west of the high-density residential development.

Impact Cook-7: Cultural and Historic Resources

At least two places of worship, First United Methodist Church (311 S. Broadway) and First Presbyterian Church (200 W. Cook Street), would be affected and perhaps displaced as a result of this design. If these places of worship are displaced, reasonable alternate locations for both of these will need to be analyzed and proposed.

Impact Cook-8: Land Use

Since there are mostly commercial/retail buildings on both sides of Cook Street, there isn't much change in land use other than at the corner of Cook Street and Pine Street, where the residential development would be located. The current use is a commercial building, including a Big 5 Sporting Goods store, with a large parking lot so redeveloping that area to construct a residential development of any density could have a significant impact; however, since this is a high-density residential development the change in uses might impact surrounding neighborhoods. One possible significant change in land use is the displacement of at least two places of worship on the corner of Cook Street and Broadway. The new land use designation for those parcels would be commercial/retail.

Impact Cook-9: Noise

The increase of vehicular traffic on Pine Street and other surrounding streets, in addition to the large parking lot adjacent to the residential development and the expected increase in pedestrian traffic along Cook Street could all have implications on the noise impacts as a result of this plan. Not only will the existing residential neighborhoods south and east of the project site be affected, but the new high-density residential development could be affected as well. The table below indicates that the City of Santa Maria's standard for noise (in decibels) for residential areas is much lower than the other land use categories including commercial/retail which is located along both sides of Cook Street east of the residential development, according to the proposed design. Since these conflicting uses will be located so close to each other, it's reasonable to assume that there may be some noise impact(s) on the high-density apartments from both the increased traffic on Pine Street and the surrounding land uses.

Table 4.7-3 Ambient Noise Level Standards

ZONES	Ambient Base	
	Day	Night
Residential	55 dBA	45 dBA
Commercial	65 dBA	60 dBA
Industrial	75 dBA	70 dBA

Figure 3.3: Ambient Noise Level Standards (City of Santa Maria Downtown Specific Plan EIR, 2009)

Impact Cook-10: Transportation and Circulation

Shutting down Cook Street west of Broadway between S. Lincoln Street and Broadway to vehicular traffic will have obvious effects on the surrounding street system. Traffic counts taken from the Santa Maria Downtown Specific Plan EIR show that 7,800 vehicles travel on Cook Street west of Broadway on a daily basis; this is twice the amount of traffic that travels on Cook Street east of Broadway. Though the proposed design calls for shutting down only one block of Cook Street west of Broadway, vehicular drivers who currently use Cook Street to access Broadway from the west will have to find alternate routes. As shown in Figure 3.2, above, the Broadway/Cook Street intersection has an LOS level of C, which indicates that a lot of traffic utilizes this intersection (City of Santa Maria Downtown Specific Plan EIR, 2007). Like shutting down Cook Street on the eastern side of Broadway, the streets immediately surrounding this side of Cook Street will be impacted.

The streets most likely to be impacted by this development include Pine Street and Main Street as well as S. Lincoln and, possibly to a lesser degree, the smaller residential streets in the area. All intersections on Main Street have an LOS of B so, as stated earlier, vehicular traffic on Main Street isn't currently a problem. However, Main Street is the only nearby east-west arterial street as Morrison Street, the other nearby east-west arterial, is much further south. Therefore, it can be assumed that the majority of drivers who currently use the Cook Street and Broadway intersection as part of their daily commute will most likely travel east-west on Main Street more often, thus increasing the traffic on a street which already will probably be experiencing more trips to the downtown area as a result of this project.

3.3 Garden District

Boone Street

Boone Street is currently a two-way, four-lane road that runs east-west south of Cook Street. Since this is an important street that cuts through the high-density mixed-use area where plenty of pedestrians are expected to be walking, this street will be converted to a one-way street to calm and reduce traffic between Broadway and McClelland Street. Boone Street will be

reconfigured to have three lanes of traffic that will now run from west to east only, with wider sidewalks on both sides of the street to emphasize pedestrian circulation and safety.

Impact Garden-1: Air Quality

Refer to *Impact Broadway-2: Air Quality*

Impact Garden-2: Transportation and Circulation

There are expected to be some impacts related to transportation and circulation when Boone Street, between Broadway and McClelland Street, is converted to a one-way street that runs east. The Downtown Specific Plan EIR does not include traffic counts or LOS for Boone Street at this location; however, it does note that the intersection of Boone Street and Broadway is controlled by stop signs. Since there aren't stoplights at this intersection, it's reasonable to assume that, compared to other streets and intersections in the area, this intersection does not experience that much traffic. However, there might still be some impacts on the surrounding streets as drivers who could normally travel west on Boone Street would now have to find another street to travel west on. Since Cook Street will be closed, that puts even more pressure on Jones Street to handle westward-traveling vehicular traffic that can currently travel down Boone Street. Current ADT values for Jones Street west of Highway 101 are 3,300 so Jones Street already experiences a decent amount of traffic; most likely, changing Boone Street to a one-way street will increase this ADT value on Jones Street by itself, not taking into account the extra traffic generated by the project in general. A qualified traffic engineer should be hired to analyze the effect changing Boone Street to a one-way street will have on other streets, including Jones Street.

Changes to McClelland Street:

There will be a couple of changes to South McClelland Street. S. McClelland Street, a street that runs north-south and is located one block east of Broadway, will be split into two different segments at the Boone Street/ S. McClelland Street intersection. The northern half of that split, which runs from Boone Street to Cook Street, will be closed to vehicular traffic and converted to a more pedestrian-friendly area, much in the same way that Cook Street is. This half of the street could be used for all types of community events including Farmers Market. The southern half of S. McClelland will continue to be accessible for automobiles, however, from Boone Street to

Jones Street, it will be changed to a one-way street that runs southbound. South of the S. McClelland Street/Jones Street intersection, S. McClelland Street will resume carrying two-way traffic.



Image 3.5: Pedestrian-Friendly Street

Impact Garden-3: Transportation and Circulation

The Downtown Specific Plan EIR does not contain values for traffic counts or level-of-service information for S. McClelland Street. However, clearly, taking away one direction of traffic (traffic traveling northbound on S. McClelland) as well as eliminating vehicular access to part of S. McClelland Street will have some sort of effect on the surrounding streets. Traffic will already be reduced on Broadway and Cook Street will be closed to through traffic so those streets won't be able accommodate the extra traffic generated by this project in general as well as these specific changes on S. McClelland Street. These changes most likely will lead to some sort of transportation-related impacts. Most trips northbound on this part of S. McClelland are

probably to connect to either Cook Street or the Abel Maldonado Center and since Cook Street would be closed to vehicular traffic, between Broadway and Miller, drivers won't need to travel north on S. McClelland to reach that intersection. It will affect how people access the Abel Maldonado Center, however, especially when special events, such as a swim meet which would require a lot of parking and create a lot of traffic, are held there.

Miller Street Parking Driveway

To compensate for the relative lack of access by vehicle to the Santa Maria Lawn Bowling, Santa Maria Police Department Building, and the Natural History Museum among other important buildings, an access road on Miller Street would be constructed. This road would provide vehicular access to parking for the buildings previously mentioned and could provide overflow parking for important events like Farmers Market, concerts, and sporting events.

Impact Garden-4: Hydrology

If, as discussed below in Transportation and Circulation, a traffic engineer determines that the access road would need to accommodate more traffic and, thus, a portion of Simas Park would need to be paved over, increasing the overall amount of paved area and thus the stormwater runoff for this area of the project. Also, as can be seen in the below graphic, the access road would be contained within an area that is designated by FEMA as a 100 year floodplain. Depending on how much grass area would need to be paved over, this could potentially have some sort of impact and may need to be mitigated.

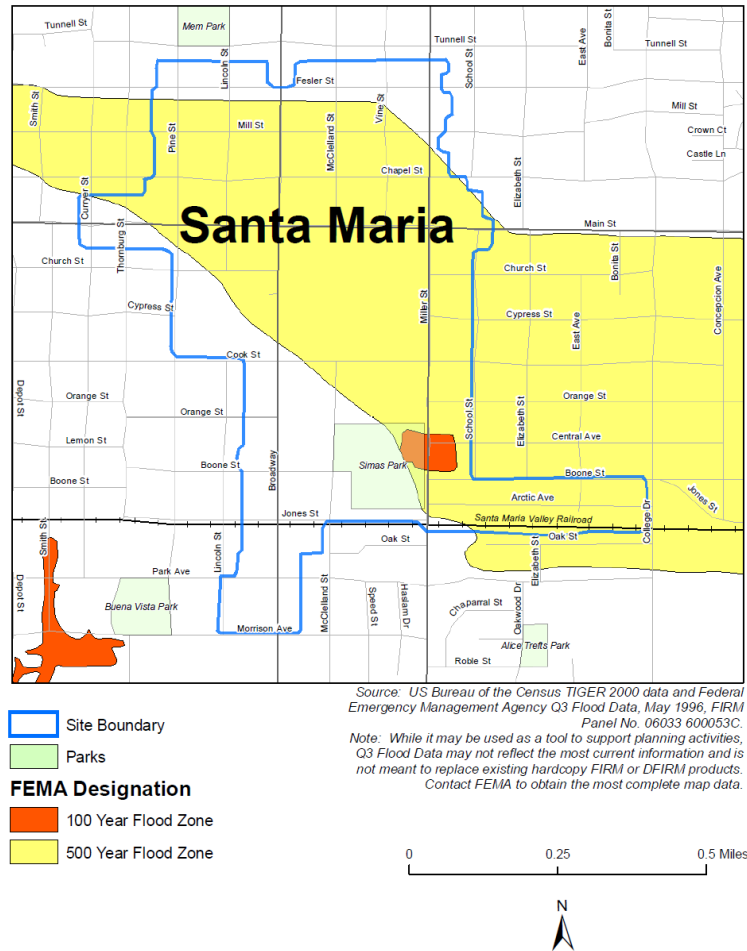


Figure 3.4: Flood Zone Map (City of Santa Maria Downtown Specific Plan EIR, 2009)

Impact Gardent-5: Recreation

Depending on a report that the traffic engineer would complete, portions of Simas Park could be paved over to be used as an access road for the rest of the downtown area. There are two baseball diamonds in the area that would most likely be paved over so most likely those baseball diamonds would need to be reconstructed in some way to mitigate the recreational area that is lost to paving. If too much of the area is paved over, one of the baseball diamonds may need to be eliminated altogether. This is a very large park that somewhat compensates for the relative lack of non-paved open space throughout the rest of the design and definitely serves the needs of many Santa Maria residents in and around the downtown area so the impacts as a result of the access road may be need to mitigated with more open space elsewhere in the proposed design.

Impact Garden-6: Transportation and Circulation

There is an existing driveway midway between the Cook Street and East Boone Street intersections on Miller Street that could be used as a starting point for this access road. It would need to be widened to accommodate all the extra vehicular traffic that this road will carry compared to the current driveway, which most likely would result in utilizing some land area on the northern portion of Simas Park. The most recent ADT count for Miller Street, south of Main Street, was 14,000 vehicles per day. Though Miller continues south for a significant distance beyond the new downtown area, this number still indicates that Miller Street is a very busy street. Since McClelland Street and Cook Street will be closed to vehicular traffic in spots in this immediate area, the traffic on Miller Street will only increase. Since Miller Street is so busy, and with the traffic changes on Cook Street and S. McClelland Street reducing vehicular access to the area near Cook Street/S. McClelland Street intersection, it makes sense that this access road would be highly utilized. A traffic engineer should be hired to assess the traffic need for this access road to determine exactly how wide it should be.

3.4 Main Street

The Commercial Mixed Use Development design will be designated as C-2 General Commercial, which will provide general commercial and business needs. The design consists of four separate buildings, all located along Main Street that will include a mix of retail and service establishments. The C-2 General Commercial land use designation complies with the District Map implemented by the Downtown Specific Plan, which has Main Street designated as Retail/Commercial. These buildings along Main Street are expected to significantly increase activity at the site. The four commercial developments are proposed on:

- Southwest corner of Main/Miller St
- Southwest corner of Main/Broadway
- Southeast corner of Main/Broadway
- Southeast corner of Main and Pine St

(All Commercial Development subsections combined):

Impact Main-1: Aesthetics

The main significant impact aesthetically will be the increase in density. The existing commercial structures along Main Street are single story and thus, the proposed two story commercial developments may impact ‘key views’. The client is advised to analyze whether any ‘key views’ from certain areas would be interrupted as a result of this project.

Impact Main-2: Air Quality

Refer to Impact Broadway-2: Air Quality

Impact Main-3: Land Use

The majority of the Specific Plan downtown area is designated for commercial uses. Each proposed building’s design will comply with the City’s general commercial standards, which is a building minimum of 7,000 square feet and 50 feet lot width. Building height maximum is 70 feet; the commercial buildings should be no more than 30 ft (2 floors). Since the proposed commercial developments are below 40 feet, the Santa Maria Commercial Zoning standards require each proposed building to have 10 foot setbacks at the front, side, and rear of the building. The estimated total square footage of each proposed commercial building is identified in Figure 3.4. As shown in Figure 3.4, every commercial building surpasses the required square footage minimum. However, according to Santa Maria Municipal Code, buildings that exceeds 1 story or 18 feet and is within 100 feet of a residential zoning district, is required to apply for a conditional use permit.

The proposed commercial buildings will replace several existing retail businesses on Main Street. These businesses include: Boot Barn (Southwest corner of S. Broadway/W. Main Street) and Furniture Depot and Labor Finders (Southeast corner of Main Street/Pine Street). This change is not expected to be significant.

Proposed Commercial Building	Square Footage	Gross Floor Area	Parking Spots
Southwest corner of Main/Miller	41,800	83,600	322
Southeast corner of Main /Broadway	20,750	41,500	160
Southwest corner of Main/Broadway	49,500	99,000	381
Southeast corner of Main/Pine St.	45,100	90,200	347
Total	157,150	314,300	1,209

Figure 3.5: Main Street – Commercial Development Square Footages

General office and retail use is required to have 1 parking spot per 260 square feet of gross floor area. According to Figure 3.4, the total parking requirement for the proposed commercial buildings is 1,209 parking spots. However, the Town Center Drive parking lot accommodates for a large portion of the parking need. In the Downtown Area identified in the Downtown Specific Plan, there are 11 existing parking lots. Due to the increase of on-site vehicles from the proposed commercial units, IS Consultants was aware of the potential that the new buildings would result in a demand for additional parking. However, upon further inspection of the Downtown Specific Plan EIR, parking should not be a significant issue for any of the designs. The Circulation Element in the Downtown Specific Plan EIR states that developments near existing parking structures are subject to different parking requirements. According to the EIR's City/Redevelopment Parking Reduction Radii Map, all four of the proposed commercial buildings fall in Zone A. There are no parking requirements for commercial uses that fall under the vicinity of Zone A, which are developments within 700 ft from an existing parking structure. This means that the existing supply of parking at the Town Center East and the Mervyn's parking lots are sufficient. Therefore, the developer should not be concerned about providing parking spaces for the proposed commercial buildings on Main Street.

Impact Main-4: Noise

Main Street is a major roadway that has the potential to produce substantial noise levels. The existing traffic noise levels for Main Street is shown in Figure 3.5. The traffic study conducted in 2006 discovered that Main Street produces a noise level of 70 decibels (dB) from up to 58 feet from the roadway (On Main St, East of Broadway). The noise level drops to 65 dB at a distance of 125 ft. and to 60dB at 270ft (all on Main St. East of Broadway). These numbers should be of

concern to the developers of the commercial buildings because the locations of the four proposed buildings are within the noise contour of either 65dB or 70dB. Figure 3.6 shows the Santa Maria Interior and Exterior Noise Standards categorized by land uses. The commercial standards are set at 55dB interior and 65dB exterior. Since the proposed buildings will be located within an area that is already at the 65dB standard, IS Consultants has a reason to believe that Noise emitted from the traffic on Main Street could potentially be a significant impact.

Developers interested in this project should take extra precautions to protect people from any noise sources that would disrupt or prevent certain human activities. To comply with the City noise standards, developers may want to consider special setbacks, walls, and landscaping to alleviate exposure to excessive noise levels.

Table 4.7-1 Existing Traffic Noise Levels

Roadway Segment	Traffic (ADT) ¹	Distance to CNEL Contour from Centerline (feet) ²		
		70 dB	65 dB	60 dB
Broadway (State Route 135)				
North of Main Street	34,500 ¹	81	174	376
South of Main Street	29,000 ¹	72	155	355
Main Street (State Route 166)				
East of Broadway	21,000	58	125	270
West of Broadway	19,700	56	120	259
Fesler Street				
West of Broadway	5,500	N/A	51	111
Cook Street				
East of Broadway	3,200	N/A	30	77
West of Broadway	7,800	N/A	65	139
Miller Street				
North of Main	6,900	N/A	60	129
South of Main	14,000	42	96	206

¹ Annual Traffic Count Summary Santa Maria – Urbanized Area 2005. ² Noise Model. RW: Noise contour falls within roadway right-of-way. Source: Traffic volumes from ATE (April 2006).

Figure 3.6: Existing Traffic Noise Levels (City of Santa Maria Downtown Specific Plan EIR, 2009)

Table 4.7-2 Interior and Exterior Noise Standards

Land Use Categories		Standard dB CNEL	
Categories	Uses	Interior	Exterior
Residential	Single Family, Duplex, Multiple Family, Mobile Home	45	75
Commercial	Retail, Restaurant, Professional Offices	55	65
Industrial	Manufacturing, Utilities, Warehousing, Agriculture	65	70
Noise-Sensitive Land Uses	Motel, Hospital, School, Nursing Home, Church, Library, and Other	45	60
Open Space	Passive Outdoor Recreation	--	65

Figure 3.7: Interior and Exterior Noise Standards (City of Santa Maria Downtown Specific Plan EIR, 2009)

Noise emitted from construction could also be an issue. The City of Santa Maria will evaluate developments on a project-by-project basis. The Santa Maria Downtown EIR states that construction sites may be briefly excused from the noise level standards. It is recommended that the developer pursue as many possibilities as possible to mitigate noise during construction. By doing so, the developer's project will be more likely to receive support from the public and from the city. It is also recommended that the developer review the objectives and features of the project to make sure that the project complies with the Santa Maria Downtown Specific Plan. A project that helps attain the goals identified in the Downtown Specific Plan will make it easier for the developer to collaborate with City of Santa Maria staff. In the beginning phases, the developer should prepare a list of mitigations that will reduce the significant effects of noise emitted by construction for the four commercial buildings. Mitigation options may include: mufflers for engines, strategically placing equipment, noise shields. The City of Santa Maria may also request an acoustical report, which tests the noise sources and noise levels. By following these recommendations, the developer will strengthen his/her project in the eyes of city staff during the project by project analysis.

Impact Main-5: Transportation and Circulation

The addition of the proposed commercial buildings will increase the density and certainly create issues related to circulation. First of all, the left and right turn lanes between Miller Street and Broadway along Main St. will be more intensely used. The Town Center Drive three way intersection will be significantly affected as a result of the increase of vehicles that will use the intersection to access the Town Center Mall parking lot. Since, it is a primary arterial for accessibility to the Town Center Mall and the proposed commercial buildings, the circulation conditions at Town Center Drive will have to be monitored to ensure a safe and mobile flow of traffic.

Vine Street runs south into Main Street and turns right, guiding traffic eastbound on Main Street. The right turn is currently a stop sign, which makes it difficult for vehicles to merge onto Main Street due to the high volume and speed of oncoming traffic. It is recommended that the City implement a traffic light or a merge lane at Vine Street/Main Street to accommodate for the vehicles using Vine Street to reach Main Street. The same issue applies to the Main St/Lincoln St

intersection. Vehicles may use this street to access the proposed commercial buildings, Town Center West and the parking spots. Therefore, it is important for the client to implement traffic calming measures at the Main Street/Lincoln Street intersection to address the high traffic speeds on Main Street and the lack of a stop light or right of way. By doing so, vehicles using Lincoln Street will be able to access the commercial buildings on Main Street safely and efficiently.

Crosswalks need to be addressed to provide safe and efficient accessibility for pedestrians. Currently, the primary crosswalks that serve the proposed commercial buildings and Town Center Mall are located on Main/Miller Street (4 way), Town Center Drive (3 way), and Main Street/Broadway (4 way). These intersections serve a high volume of traffic on a daily basis. The client should improve the conditions at these three intersections to accommodate for the pedestrians who would like to access the commercial buildings on the Main Street/Miller Street intersection and the Town Center Mall.

The Level of Service levels at the intersection of the proposed commercial buildings will be recalculated to predict conditions after build-out (assuming a % growth factor). The existing PM Peak Hour Level of Service ratings for Main Street intersections are shown in Figure 3.2. The figure shows that the Broadway/ Main Street received a LOS C rating in this study. The other two intersections received a LOS B. Since two of the four commercial buildings are located on the corner of the Broadway/Main Street intersection, it is important that the City of Santa Maria pay special attention to this particular intersection. Existing conditions already show delays and issues regarding the flow of traffic at Broadway/Main Street and therefore the addition of two commercial developments could degrade the intersection rating. The City of Santa Maria should pursue a model that will predict the impacts of the proposed commercial buildings. Without proper attention to traffic conditions post development, the Level of Service standards could dip to below satisfactory levels, which would result in a significant impact.

Impact Main-6: Utilities and Service Systems

The addition of approximately 157,150 square feet (Figure 3.4) of commercial development on Main Street will require the support of utilities and service systems. The client is advised to conduct a study that will determine whether the Santa Maria Waste Water Treatment Plant and

the existing pipes will be capable of accommodating for the total waste produced by the additional population and infrastructure. The total waste water produced should not exceed the requirements established by Regional Water Quality Control Board. The availability of other utilities, such as water should also be studied in order to provide adequate water supply.

3.5 Morrison Avenue

Morrison Avenue/Park Avenue Medium-Density Residential Development:

The Morrison Avenue, Medium-Density Residential Area is comprised of three individual proposed designs. The first of which is the Morrison Avenue/Park Avenue Medium-Density Residential Development proposed on a parcel that is bordered by Park Avenue (North), Morrison Avenue (South), S. Broadway (West) and Miller Street (East). Currently, single family dwelling units make up most of the site, except for the few commercial units that face S. Broadway. The Morrison Street/Park Avenue Medium-Density Residential Development will develop portions of the site, creating a mixture of unit types, while maintaining the overall single-family neighborhood feel.

Impact Morrison-1: Aesthetics

There are several visual aspects that the Morrison Street/Park Avenue Medium-Density Residential Development would impact. Currently, the overall character of the area is defined by the low density zoning. Implementation of the project would create a high density and low density housing mix, which may seem out of place among the surrounding eastern and southern low density, single-family neighborhoods. It is up to the client to determine the visual character of the proposed site. The aesthetic impacts can be reduced by creating a design that is balanced in terms of housing types and integrated in terms of neighborhood character. According to the Land Use Element, housing types under this zoning designation can include: “Single-family, detached and attached, duplexes; triplexes; and larger multi-family complexes, with an average density not to exceed 12 units per acre.”

Impact Morrison-2: Air Quality

This proposed specific design is more complicated because it involves the wellbeing of existing residents. The proposed area covers about 2 blocks from north to south and 4 blocks from west to east. This area has approximately 90 single-family housing units. The pollutant emissions from construction and operation may be strongly opposed by the existing home owners in this area. This means that a professional air quality impact assessment will be required. For further information, refer to Impact Broadway-2: Air Quality.

Impact Morrison-3: Land Use

The land use of the proposed site will be rezoned to Medium Density Residential (12 Dwelling Units /acre) to allow higher density infill development. Currently, there are approximately 90 single family units. A portion of these housing units will be developed under the new zoning into high density housing. Implementation of the Morrison Avenue/Park Avenue Medium-Density Residential Development will result in substantial population growth. The proposed project will also have a substantial adverse impact because it will displace a number of existing housing units and residents. The existing Casa dei Bambini Montessori Preschool located on Park Avenue will remain intact. The commercial buildings on the project site that face Broadway will also not be affected.

Additional concerns regarding the implementation of new residential units in an area include the potential that the new development could divide the established community and have a substantial adverse impact on the character of the surrounding neighborhood. However, the land use designation complies with the Santa Maria Downtown Specific Plan and General Plan Update. The City of Santa Maria wants to buildout so the increase in density will eventually match the surrounding downtown areas. Land use compatibility factors such as aesthetics, noise and circulation will determine other impacts it may have on the established community and the surrounding neighborhood. These factors are discussed in Impact Morrison-1: Aesthetics, Impact Morrison-4: Noise and Impact Morrison-5: Transportation Circulation.

Impact Morrison-4: Noise

Since the area has an existing community, the noise emitted from construction and the additional housing units may disrupt the existing quiet and private neighborhood. The noise emissions associated with the Morrison Avenue/Park Avenue Medium-Density Residential Development will definitely require the conduction of a noise study to determine proper mitigations.

Impact Morrison-5: Transportation and Circulation

The increase in density could potentially adversely affect the neighborhood's circulation conditions. An increase in residential unit will lead to additional vehicle trips which could create traffic congestions during peak hours. Roadways most likely to be significant impacted are Park Avenue and Morrison Avenue. Nearby streets such as S. Broadway and Miller Street will also receive additional trips from residents traveling to and from downtown. Smaller arterials that may be affected during peak hours include Speed Street and Haslam Drive.

Jones Street /McClelland Street Bowling Alley:

The second part of the Morrison Avenue design is the implementation of a bowling alley on the corner of Jones Street and McClelland Street.

Impact Morrison-6: Land Use

The existing uses at the proposed Jones Street/ McClelland Bowling Alley location are commercial. The proposed bowling alley will replace the Santa Maria Philharmonic building and will be east of the Discovery Museum.

Impact Morrison-7: Noise

Implementing the Jones Street/McClelland Bowling Alley could impact the noise emissions at the site. There are several single-family homes located on the corner of McClelland Street and Park Avenue. The noise emitted from the bowling alley should not exceed the daytime ambient noise standards, which is 65dB for commercial uses and 55dB for residential.

Jones Street Parking Area:

A parking lot is proposed directly north of Oak Street. This lot will provide parking for the Morrison Avenue residential design, bowling alley, pool, baseball field, Simas Park, and the commercial uses at on the corner of Jones Street/Broadway.

Impact Morrison-8: Aesthetics

The commercial buildings will be removed to make room for parking spots. It is directly south of railroad tracks, so the parking lot will not significantly affect the visual character of the location.

Impact Morrison-9: Land Use

The land use will be zoned to Parking, which will replace the existing commercial buildings such as Foster's Body and Paint and Gidden Professional Paint Center.

Impact Morrison-10 Transportation and Circulation

The Jones Street Parking Area should increase vehicle trips on Oak Street, which will be used to access the parking lot. The two way street may require traffic calming features such as speed bumps and stop lights for traffic turning onto McClelland Street and Miller Street.

4. *Significant Impacts and Recommendations*

The most significant environmental impacts of the Alternative Downtown Specific Plan, accompanied by recommendations are identified at the end of this chapter. A total buildout of the Alternative Downtown Specific Plan would result in a significant impact in the following CEQA areas:

Aesthetics

The Alternative Downtown Specific Plan (ADSP) will increase the downtown's density. This may result in a significant impact aesthetically, but may be mitigated to a less than significant level. It will require further studies, but IS Consultants believes that the ADSP design will not obstruct any key views or interrupt the neighborhood's character. Instead, the design will enhance the area's character by creating an environment that is more aesthetically pleasing for pedestrians and encouraging of night activities. Implementing a building design that integrates the new buildings with existing buildings will be essential in some cases, such as in the *Morrison Avenue/Park Avenue Medium-Density Residential Development*.

Air Quality

Implementation of the ADSP is expected to have some sort of impact on the environment. Because of the scope of the development and the construction involved, IS Consultants believes that the project has the potential to substantially degrade the quality of the environment. The operation or construction of any of the specific designs may emit pollutants, which may cause the violation of air quality standards established by CEQA and monitored by the Santa Barbara County Air Control District. Since the project location is within close proximity of pedestrians, vehicles and residents, the client must prepare the project to meet CEQA air quality guidelines. The client should also be prepared to take control of air quality monitoring and mitigation efforts before and after the construction period.

Hydrology

Implementation of the ADSP could potentially increase runoff at Simas Park and cause flooding issues. This is the only area with flooding concerns and can be mitigated to a less than significant level with implementation of flood reduction strategies.

Land Use

The project will require the rezoning of several areas, which may or may not result in a significant impact depending on a design-to-design basis. For example, the Cook Street design requires the relocation of church congregations, which is a significant impact to cultural resources. In this situation, the client must determine whether mitigations can overcome the public opposition resulting from the land use change. Other designs such as the Main Street Commercial Developments will not have much of an impact. In the Main Street design, the land uses will remain the same and only the densities will increase. So in this case, the client is mainly concerned about providing sufficient parking and efficient traffic flow. However, a rezoning to allow medium density residential for the Morrison Avenue design could have drastic effects. The new zoning in the Morrison Avenue residential neighborhood will displace a portion of the existing residents to make room for higher density development. Therefore, IS Consultants believes that the rezoning of the Morrison Avenue neighborhood will likely result in a significant impact because it is inconsistent with the current land use designations.

Noise

IS Consultants believes that the implementation of the ADSP will increase noise levels, which will exceed city residential and commercial noise standards. Existing traffic conditions during AM and PM peak hours indicate that Broadway and Main Street. intersections operate at or over the noise threshold. The project, which calls for the increase of residential, commercial and office developments will surely produce additional noise that will contribute to a level that is already close to if not exceeding the threshold. Therefore, since the ADSP is proposed in a highly impacted area for noise, the noise impacts produced by the project will definitely be significant and will require extensive mitigation efforts.

Public Facilities and Services

The Broadway design will impact existing public facilities such as the Police Department, City Attorney, Central Coast Commission and Park and Recreation Department. During the construction period, these facilities will need to be relocated until the new offices are available. Due to the impacts of relocating briefly, the Broadway design will require additional mitigations to compensate the public service departments located on the proposed site.

Recreation

The Garden District design would reduce the open space area and remove the baseball field. These changes can be mitigated simply by providing open space and a baseball field at another location to compensate for the loss.

Transportation and Circulation

Implementing the ADSP will result in significant transportation and circulation impacts. Of all the impacts, the transportation and circulation issues are the most concerning. All of the specific designs would result in some form of negative circulation effect. Extensive research and analyzing is recommended to ensure that roadway mitigations are sufficient. Main Street and Broadway intersections are already heavily impacted and carry large volumes of vehicular and truck traffic on a daily basis. Therefore, the ADSP will require additional mitigations to maintain efficient level of service at Main Street and Broadway. Implementation of the ADSP will also decrease the level of service at other roadways such as Miller Street, Cook Street, Pine Street and McClelland Street. Unlike Main Street and Broadway, these roadways serve fewer vehicles on a daily basis and therefore provide better traffic flow. However, the implementation of ADSP will shut down Cook Street and increase densities, which will direct traffic to Pine Street, McClelland Street and Miller Street. These roadways in their existing conditions may not be capable of carrying the additional vehicles.

Utilities and Service Systems

Wastewater and water demand could potentially result in significant impacts if not mitigated. All of the developments proposed in the ADSP require the support of utilities and service systems. Further research is required, but some developments such as the Broadway Commercial Center

and the high density residential on Pine Street may be restricted by the area's existing pipeline capabilities. Although the Santa Maria Waste Water Treatment Plant was recently expanded, the client will be required to undertake studies to confirm that the utilities and service systems will adequately support each specific design in the ADSP.

Table of Significant Impacts and Recommendations

Impacts	Recommendations
<u>Impact Broadway-1: Aesthetics:</u> Implementation of commercial and office developments on S. Broadway between Cook Street and Park Avenue could impact public views.	The client should investigate any 'key views' that would be obstructed by the increased height and density of the proposed Broadway buildings from their current lower-density land use.
<u>Impact Broadway-2: Air Quality:</u> Implementation of the Broadway High Density Commercial/Office Developments and the Broadway Commercial Center may result in the emission of pollutants levels that exceed the established CEQA air quality standards during operation and construction periods	Evaluate potential significant impacts related to air quality by working with the Santa Barbara County Air Control District (SBCAD), which is responsible for the monitoring of air quality standards in all Santa Barbara Counties. This regional agency coordinates efforts between local agencies to assure that the principles and standards in the California Clean Air Act are implemented. This process will help prepare the project to meet CEQA air quality guidelines. During the evaluation stage of CEQA, a list of criteria pollutants will be analyzed to determine the total emissions resulting from construction, operation and generated trips. These statistics will provide the client with an idea of the health risks and environmental effects related to the project. Common State and Federal pollutants monitored include: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, respirable/fine particulate matter, lead, sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. Focus monitoring and mitigation programs on reducing these pollutants.
<u>Impact Broadway-3: Land Use:</u> The Broadway design will replace several existing commercial businesses on	The client will have to determine what types of impacts will occur with the increase in density and whether the changes in zoning will comply

Broadway.	with the area's design guidelines.
<u><i>Impact Broadway-4: Transportation and Circulation:</i></u> Implementation of the Broadway Mixed Use Development design will increase congestion and disrupt the flow of traffic during peak hours, which may lower the Level of Service to an unsatisfactory standard on Broadway	<p>Refer to recommendations for <u><i>Impact Main-5: Transportation and Circulation</i></u></p> <p><u><i>Level of Service Monitoring</i></u> Conduct a traffic study that monitors Broadway intersections to determine the AM and PM peak performance. Also, identify the adjacent roadways that will be most impacted by the development</p> <p><u><i>Alternative Route Plan</i></u> Create an Alternative Route Plan that identifies additional roadway options that can be utilized to minimize the project's trip generation and during construction road closures.</p> <p><u><i>Broadway Dedicated Left Turns</i></u> Restripe the northbound to provide dedicated left turn lanes on S. Broadway. These left turn lanes will provide safer access to the Broadway High-Density Commercial/Office Developments</p>
<u><i>Impact Broadway-5: Aesthetics</i></u> Implementation of the Broadway commercial and office developments will increase the density, which may result in a significant impact	Refer to recommendations for <u><i>Impact Broadway-1: Aesthetics</i></u>
<u><i>Impact Broadway-6: Air Quality</i></u>	Refer to recommendation for <u><i>Impact Broadway-2: Air Quality</i></u>
<u><i>Impact Broadway-7: Land Use</i></u> Land uses will be rezoned for the Broadway Commercial Center to permit high density commercial and office uses, which may result in a significant impact if not mitigated.	Refer to recommendations for <u><i>Impact Broadway-3: Land Use</i></u>
<u><i>Impact Broadway-8: Noise:</i></u> Construction and operation of the Broadway Commercial Center could produce noise impacts within the project's vicinity that exceed the city	To minimize the project's noise emissions to ensure that they don't exceed the city noise thresholds, the client should hire an expert (qualified acoustical consultant) to conduct a study that would predict the project's noise

standards of 55dB indoors and 65dB outdoors.	emissions during AM and PM peak hours. The study should focus on the effect the project has on any noise sensitive uses that are nearby (residential). The expert can also estimate the cost of noise reduction methods. During construction, the client can invest in mufflers for stationary equipment and impact tools and also provide noise barriers if needed.
<u><i>Impact Broadway-9: Public Facilities and Services:</i></u> Construction of the Broadway Commercial Center would require the relocation of the Police Department, City Attorney, Central Coast Commission, and Park and Recreation Department.	Since the construction of the Broadway Commercial Center will require the relocation of several City Public Services Departments, the client is encouraged to provide the necessary mitigations to compensate for the disruption of daily department activities.
<u><i>Impact Broadway-10: Transportation and Circulation:</i></u> The increase of commercial and offices will increase vehicle trips at roadways located near the Broadway Commercial Center.	Refer to recommendations for <u><i>Impact Main-5: Transportation and Circulation</i></u> Focus efforts on mitigating vehicle trips at streets bordering the proposed Broadway Commercial Center, which includes Jones Street, Broadway, Boone Street, Cooke Street and McClelland Street.
<u><i>Impact Broadway-11: Utilities and Service Systems:</i></u> The addition of approximately 382,248 square feet of commercial and office development on Broadway will require the support of adequate utilities and service systems.	The client is advised to conduct a study that will determine whether the Santa Maria Waste Water Treatment Plant and the existing pipes will be capable of accommodating for the total waste produced by the additional population and infrastructure. The total waste water produced should not exceed the requirements established by Regional Water Quality Control Board. The availability of other utilities, such as water should also be studied in order to provide adequate water supply.
<u><i>Impact Cook-1: Aesthetics:</i></u> The building footprint of the offices currently located at the corner of Cook Street and Miller Street will increase approximately 30,000 square feet which could impact views from neighborhoods across Miller Street.	The client should investigate whether any ‘key views’ would be interrupted by the presence of such a large building(s).

<u><i>Impact Cook-2: Air Quality</i></u>	Refer to recommendations for <u><i>Impact Broadway-2: Air Quality</i></u>
<u><i>Impact Cook-3: Land Use:</i></u> Change from Office/Retail Uses to Restaurant/Entertainment Uses on Cook Street; the building footprint will increase to 48,000 square feet (overall increase of approx. 30,000 square feet)	The client should ensure that sufficient parking exists currently near the proposed restaurants or that nearby sufficient parking is included as part of the final design.
<u><i>Impact Cook-4: Transportation and Circulation:</i></u> Shutting down vehicular traffic on Cook Street between Broadway and Miller Street will most likely impact vehicular circulation on surrounding streets.	A qualified traffic engineer should be hired to study the effects that shutting down vehicular traffic will have on the surrounding streets. The client should also investigate how traffic can be calmed during the evenings and weekends when the theatre and restaurants should be busiest.
<u><i>Impact Cook-5: Utilities and Service Systems:</i></u> Increasing the building footprint of the existing professional office building to include the restaurants and entertainment uses could increase the demand for water and wastewater services.	The client should be prepared to upgrade sewer lines near the site.
<u><i>Impact Cook-6: Aesthetics:</i></u> The density of the residential building(s) at the corner of Cook Street and Pine Street could affect 'key views' of the surrounding land.	The client should investigate any 'key views' that would be obstructed by the increased height and density of these residential buildings from their current lower-density land use.
<u><i>Impact Cook-7: Cultural and Historic Resources:</i></u> At least two or three places of worship will be displaced in the area around Cook Street as a result of the new commercial land uses.	The client should understand the political and financial pressures that removing these churches will bring. If the client decides to go through with removing these churches, the client should be prepared to compensate the congregations of these churches financially as well as assist in relocating the buildings that are affected.
<u><i>Impact Cook-8: Land Use:</i></u> The low-density buildings at the corner of Cook Street and Pine Street will be replaced by high-density residential housing; also two buildings that are places of worship would be removed	The client should investigate the impact that increase traffic of all kinds at night and early in the morning as a result of changing from commercial land uses to a high-density residential use at the corner of Cook Street and Pine Street. The client should also be prepared

from their current location based on the proposed design.	to compensate the two congregations of worshippers whose places of worship will be removed from the area as well as help those congregations find suitable locations elsewhere in the city.
<u><i>Impact Cook-9: Noise:</i></u> The expected increase of vehicular and pedestrian traffic on Cook Street and Pine Street will create potential noise impacts on the residential neighborhoods nearby as well as the new high-density residential area.	The client will need to address these potential noise impacts in some way. For example, the client could plant trees along Pine Street and Cook Street that could provide a natural noise shield for the residential uses near the site.
<u><i>Impact Cook-10: Transportation and Circulation:</i></u> Shutting down vehicular traffic on Cook Street west of Broadway could create potential traffic impacts on other surrounding streets.	The client should hire a qualified traffic engineer to study the potential effects and impacts of shutting down this part of Cook Street. Cook Street is much busier west of Broadway than east of Broadway so this design proposal most likely will require further mitigation. The client should also be prepared to change the proposed design to allow vehicular traffic in this particular area if the impacts of shutting it down are too great.
<u><i>Impact Garden-1: Air Quality</i></u>	Refer to recommendations for <u><i>Impact Broadway-2: Air Quality</i></u>
<u><i>Impact Garden-2: Transportation and Circulation:</i></u> Changing the flow of traffic on Boone Street from two-way to one-way (west-east) could potentially create traffic impacts on other surrounding streets.	The client should hire a qualified traffic engineer to analyze this and all traffic changes as a result of this plan. The client should also construct bulb-outs and other traffic-calming measures on this street as it is expected that pedestrians will be frequenting the area often.
<u><i>Impact Garden-3: Transportation and Circulation:</i></u> Changing the flow of traffic on S. McClelland Street to one-way (southbound) as well as closing the top half of S. McClelland Street to vehicular traffic could potentially create traffic impacts on the surrounding streets.	The client should hire a qualified traffic engineer to analyze this proposed change. This design idea is connected to changing the flow of traffic on Boone Street so they should be analyzed together and if the impacts are considered too significant, the client should be prepared to alter both design ideas to reduce the impact on surrounding streets.

<u><i>Impact Garden-4: Hydrology:</i></u> Paving over a portion of Simas Park for the access road off Miller Street could increase runoff potential for the site, especially because it is located in a 100 year flood zone.	Since Simas Park is considered a flood control facility, there is likely some sort of impact as a result of paving over a portion of the park. Any reasonable flood-reduction construction strategies should be considered and added to the proposed design.
<u><i>Impact Garden-5: Recreation:</i></u> Potentially cutting into the open space of Simas Park reduces the area available for open space recreation; also it's likely that a baseball diamond, currently constructed and in use, would need to be removed for the access road.	The client should be prepared to compensate for the loss of open space by creating functional open space elsewhere in the city. Included in the design of that functional open space should be a baseball diamond that can be utilized for both casual recreation and Little League baseball and softball games.
<u><i>Impact Garden-6: Transportation and Circulation:</i></u> Traffic circulation on Miller Street is expected to increase as a result of the construction of the access road from Miller Street.	Traffic on Miller Street will probably be impacted also as a result of the overall design of the new downtown and the construction of the new transit center at the corner of Miller Street and Boone Street. The client should be prepared to mitigate these potential impacts by facilitating traffic improvements on surrounding streets that may be needed to help support the traffic flow on Miller Street.
<u><i>Impact Main-1: Aesthetics:</i></u> Implementation of the Main Street Commercial Developments will increase the density and block Town Center East buildings from street view	The client should provide proper signage for Town Center buildings and determine whether any key views would be impacted.
<u><i>Impact Main-2: Air Quality:</i></u> Implementation of the Main Street Commercial Developments may result in the emission of pollutants levels that exceed the established CEQA air quality standards during operation and construction periods	Refer to recommendations for <u><i>Impact Broadway-2: Air Quality</i></u>
<u><i>Impact Main-3: Land Use:</i></u> Rezoning Main Street to allow 157,150 square feet of commercial developments will have a substantial significant impact.	Refer to recommendations for <u><i>Impact Broadway-3: Land Use</i></u>

<p><u>Impact Main-4: Noise:</u> Operation and construction activities associated with the Main Street Commercial Developments could produce noise levels that exceed the city standards of 55dB indoors and 65dB outdoors.</p>	<p>Refer to recommendation for <u>Impact Broadway-8: Noise</u></p>
<p><u>Impact Main-5: Transportation and Circulation:</u> Implementation of the Main Street Commercial Development will create significant traffic impacts due to construction activity and the additional vehicle trips generated by the project</p>	<p><u>Traffic Management Program:</u> Develop and implement a Traffic Construction Management Program for the Main Street Commercial Development that will monitor and reduce the traffic impacts related to the project's operation and construction. The program will include a construction plan that will manage and schedule construction activities in a way that minimizes its effect on the public and circulation conditions. It will also identify traffic management strategies that are relevant to the project and will help maintain an acceptable level of service during operation and construction. The project applicant will be held responsible for the creation of the Traffic Construction Management Program before construction and will also be required to monitor the effectiveness of the program. The City of Santa Maria, Public Works/Engineering Department will be responsible for approving the program.</p> <p>Use the traffic management program to monitor traffic flow at left turns along Main Street. Also focus on Town Center Dr. conditions. Use the program to determine whether it is feasible to implement a stop light or a merge lane at the Vine St/Main St intersection and the Lincoln Dr/Main St intersection. Utilize the program by identifying areas that need safe and efficient pedestrian accessibility.</p>
<p><u>Impact Main-6: Utilities and Service Systems:</u> The addition of approximately 157,150 square feet of commercial development on Main Street will require the support of utilities and service systems.</p>	<p>Refer to recommendations for <u>Impact Broadway-11: Utilities and Service Systems</u></p>

<p><u><i>Impact Morrison-1: Aesthetics</i></u> Implementation of the Morrison Avenue/Park Avenue Medium-Density Residential Development could divide the established community and have a substantial adverse impact on the character of the surrounding neighborhood.</p>	<p>The client can integrate the developments by creating a design that provides low and high density development in a way that still maintains the single-family neighborhood feel.</p>
<p><u><i>Impact Morrison-2: Air Quality:</i></u> Implementation of the Morrison Avenue/Park Avenue Medium-Density Residential Development may result in the emission of pollutants levels that exceed the established CEQA air quality standards during operation and construction periods. This would have a significant impact on the established community.</p>	<p>Refer to recommendations for <u><i>Impact Broadway-2: Air Quality</i></u></p>
<p><u><i>Impact Morrison-3: Land Use and Population:</i></u> Implementation of the Morrison Avenue/Park Avenue Medium-Density Residential Development will result in substantial population growth and the displacement of residents</p>	<p>Provide displaced residents with relocation options and a package of compensation options.</p> <p><u><i>SMAT Compensation</i></u> During road construction periods, compensate existing/remaining residents at the Morrison/Park Ave Medium-Density Residential Development with free Santa Maria Area Transit (SMAT). Provide free shuttle service for these residents from the transit center.</p>
<p><u><i>Impact Morrison-4: Noise:</i></u> Construction associated with the Morrison Avenue/Park Avenue Medium-Density Residential Development could produce noise levels that exceed City ambient noise levels standards of 55dB during the daytime.</p>	<p>Refer to recommendations for <u><i>Impact Broadway-8: Noise</i></u></p>
<p><u><i>Impact Morrison-5: Transportation Circulation:</i></u> Implementation of the Morrison/Park Ave Medium-Density Residential Development will increase the vehicle trips and cause</p>	<p>Focus studies on Speed Street, Haslam Drive, S. Miller St. and S. Broadway.</p> <p>Refer to recommendations for <u><i>Impact Main-5: Transportation and Circulation</i></u></p>

congestion during peak hours	
<u><i>Impact Morrison-6: Land Use</i></u> The existing Santa Maria Philharmonic will be replaced by the Jones Street/ McClelland Bowling Alley.	The client should compensate and provide relocation options for the owners of the Santa Maria Philharmonic.
<u><i>Impact Morrison-7: Noise:</i></u> Operation of the Jones /McClelland Street Bowling Alley could produce noise levels that exceed the daytime ambient noise standards of 65dB for commercial uses and 55dB for residential, which would significant impact single-family homes located on the corner of McClelland St and Park Ave	Refer to recommendations for <u><i>Impact Broadway-8: Noise</i></u>
<u><i>Impact Morrison-8: Aesthetics:</i></u> The commercial buildings south of the baseball field will be removed to make room for the Jones Street Parking Area.	The client should determine whether the increase in parking spots at this location will create a significant impact aesthetically.
<u><i>Impact Morrison-9: Land Use:</i></u> Implementation of the Jones Street Parking Area will rezone the area to allow a parking lot, which will replace the existing commercial buildings	The client should work with the City of Santa Maria to provide compensation and relocation options for the owners of the commercial buildings (Foster's Body and Paint and Gidden Professional Paint Center).
<u><i>Impact Morrison-10 Transportation and Circulation:</i></u> The Jones Street Parking Area should increase vehicle trips on Oak Street, which will be used to access the parking lot.	Refer to recommendations for <u><i>Impact Main-5: Transportation and Circulation</i></u> Oak Street may require traffic calming features such as speed bumps and stop lights for traffic turning onto McClelland Street and Miller Street.

5. *Design Alternatives*

Possible Mitigations/Design Alternatives

Based on the Impact Analysis of the Alternative Downtown Specific Plan (ADSP), there are a few mitigations, or design alternatives, that could be implemented that would reduce some of the potentially significant impacts of this project. The following design alternatives were chosen because they reduce the potential impacts while still achieving the vision of ‘pedestrian-accessibility’ as laid out in this design. It is recommended that the client review the effectiveness and feasibility of these design alternatives both from an individual as well as a cumulative standpoint as the consultants are not necessarily recommending implementing each of the following alternatives. Rather, this list of design alternatives has been compiled to give the client a sense of what components of the design will create the biggest potential impacts and how the client can address these impacts by slightly altering the design.

Alternative-1: Employ ‘Semi-Pedestrian’ Street on Cook Street

Impact(s) Associated: *Impact Cook-3: Transportation and Circulation*: Shutting down vehicular traffic on Cook Street between Broadway and Miller Street will most likely impact vehicular circulation on surrounding streets.

Description: As stated in *Impact Cook-3*, closing down Cook Street to vehicular traffic will likely impact the surrounding street system. It will also make life more difficult for vehicular travelers who need to use Cook Street to reach important destinations within the city, such as Broadway or the new transit center located at the corner of Miller and Boone Street. Since it is most likely that Cook Street will experience heavy pedestrian traffic during the evenings and weekends, which are the expected peak hours of usage of the new theater and village square area, the client could change Cook Street from a pedestrian-only street to a ‘semi-pedestrian’ street. This ‘semi-pedestrian’ street would be able to serve vehicular traffic during times when pedestrian traffic is not heaviest and be blocked off to vehicles during hours of busier pedestrian traffic. The consultants recommend that the client achieve this by installing removable traffic

blocks, or bollards, that can block vehicular traffic but still allow pedestrian access to Cook Street during times of heavy pedestrian traffic; the traffic blocks can be removed so vehicular traffic can utilize Cook Street during weekdays when pedestrian traffic is expected to be less heavy (Reliance Foundry Company, 2011). Partially closing Cook Street to through traffic will still create transportation impacts on the surrounding streets but the impact(s) would certainly be reduced.



Image 3.6: Removable Traffic Blocks

Alternative-2: Allow Vehicular Traffic on Cook Street west of Broadway

Impact(s) Associated: *Impact Cook-9: Transportation and Circulation*: Shutting down vehicular traffic on one block of Cook Street west of Broadway could create potential traffic impacts on other surrounding streets.

Description: Since there currently is a lot of traffic on Broadway, especially at the Cook Street/Broadway intersection, and vehicular traffic on Cook Street east of Broadway will already be affected as a result of this plan, allowing vehicular traffic on Cook Street west of Broadway will reduce the impact(s) associated with implementation of this project. This alternative will allow traffic to move freely at western intersection of Cook Street and Broadway, reducing the pressure on Main Street and Pine Street to compensate for excess traffic as a result of closing other streets to vehicular traffic. The new residential development at the corner of Pine Street and Cook Street and increased densities in the area will create more traffic at this portion of the site and allowing vehicular traffic at the western corner of Broadway and Cook Street will allow drivers to access this portion of the site from their cars.

Alternative-3: Leave Downtown Churches Untouched

Impact(s) Associated: Impact Cook-6: Cultural and Historic Resources: At least two or three places of worship will be displaced in the area around Cook Street as a result of the new commercial land uses.

Description: There are a few churches (Santa Maria Presbyterian Church, St. Peter's Episcopal Church, St. Mary of Assumption) located within the project site that would be impacted and possibly removed as a result of the final project implementation. Since these places of worship have strong followings within the community, and thus are highly-valued by the community, it would be difficult for the client to justify removing and relocating these important buildings. Keeping the design as it currently stands, and removing these places of worship, could result in heavy political backlash from the community. In addition, the client could be responsible for any financial and design costs related to displacing and relocating these places of worship. It is recommended that the client modify the design to include these important buildings and to ensure, to the fullest extent possible, that these buildings will not be affected by the construction and implementation of this project. The client should keep in mind that the congregations for these churches typically meet on the weekends, such as St. Peter's Episcopal Church (located at the corner of Cook Street and Lincoln Street) which has several worship times throughout the

day on Sundays (St. Peter's Episcopal Church, 2011). Traffic around these areas will increase at these times as will the need for vehicular parking.

Alternative-4: Investigate Alternative Locations for Medium-Density housing

Impact(s) Associated: Impact Morrison-3: Land Use and Population: Implementation of the Morrison/Park Ave Medium-Density Residential Development will result in substantial population growth and the displacement of residents.

Description: This area was chosen to increase the residential density of a neighborhood near the downtown area. While increasing the amount of residents who live near the downtown is important to creating a lively downtown area that will be active throughout all hours of the day, it seems this location may not be ideal to fulfill that need. The homes located in this area are newer single-family homes that are most likely owned by the people who live in them.

Displacing these people could create a lot of additional costs for the client, both financially and politically, and could result in slowing down the approval process of this project. Not only would the client be expected to purchase each plot of land from the owners, it's also expected that the owners would attempt to fight this component of the plan, either through the City of Santa Maria Planning Division or the court system. An alternate location(s) for the placement of some medium-density housing near the downtown area should be investigated and identified. It would be ideal if the location included buildings that needed to be upgraded or redeveloped so as to avoid or reduce the impact of displacing residents or businesses.

6. *Conclusion*

Final Recommendation

After analyzing potential impacts as a result of the Alternative Downtown Specific Plan and taking into account the proposed design mitigations/alternatives, it is fair to assume that this project would most likely have some significant impacts that would need to be mitigated, and thus, an Initial Study would indicate that an Environmental Impact Report would be required. However, it is the opinion of the consultants that, with mitigations, implementation of this project is conceivable and the Alternative Downtown Santa Maria Specific Plan could become the future of Santa Maria's downtown.

The consultants recommend that the client move forward with this project by reviewing the impacts assessed in this document and addressing certain design concerns and alternatives, as discussed in the previous section. After altering the design to enhance the quality of the project and reduce some of the anticipated impacts, the next step for the client would be the completion of a full Initial Study, as defined by the California Environmental Quality Act, followed by an Environmental Impact Report.

7. *References*

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**All other Background Information, Research, and Design Guidelines for the Alternative Downtown Santa Maria Specific Plan retrieved from:

CRP 410/411 Fall/Winter Quarters, Santa Maria General Plan Update (2011). Professor: Kelly Main.