

CHAPTER V
Cumulative Impacts

1 Cumulative effects have been previously discussed where appropriate, in each topical
2 section in Chapter IV. The following is a summary of those discussions. Included in this
3 discussion is a conclusion of the impact, and the basis for that conclusion.

4 According to Section 15139(a) of the CEQA Guidelines, “an EIR shall discuss cumulative
5 impacts of a project when the project’s incremental effect is cumulatively considerable,
6 as defined in Section 15065(c). Where a lead agency is examining a project with an
7 incremental effect that is not “cumulatively considerable,” a lead agency need not
8 consider that effect significant, but shall briefly describe its basis for concluding that the
9 incremental effect is not cumulatively considerable.” In addition, “the discussion of
10 cumulative impacts shall reflect the severity of the impacts and their likelihood of
11 occurrence, but the discussion need not provide as great detail, as provided for the
12 effects attributable to the project alone” (CEQA Guidelines Section 15130[b]). The
13 cumulative impact study area is defined in Chapter IV for each environmental resource.
14 As provided for in Section 15130 of the State CEQA Guidelines this EIR uses the use of a
15 summary of growth projections contained in the Santa Barbara County Association of
16 Government’s *Regional Growth Forecast, 2005-2040* (SBCAG 2007) to project and assess
17 future probable development responsible for cumulative impacts on the environment.

18 **A. TRANSPORTATION AND TRAFFIC**

19 1. Conclusion: Project contributions to cumulative impacts at the Skyway
20 Drive/Auto Park Drive intersection would result in a cumulatively significant
21 impact. The Skyway Drive/Auto Park Drive intersection would operate at LOS F
22 with Cumulative + Project traffic. This would exceed the acceptable threshold of
23 LOS D. Imposition of Mitigation Measure TRANS-1, constructing a traffic signal
24 at the Skyway Drive/Auto Park Drive (proposed Lakeview Promenade Drive)
25 intersection, would improve the intersection’s LOS to A. This would reduce the
26 project’s contribution to the cumulative impact study area comprised by the
27 North County CMP System Roadway, Santa Maria Area (see section IV.A. 1.b.)
28 to less than cumulatively considerable.

29 2. Rationale: The transportation mitigation measures required are standard
30 engineering conditions identified by professional transportation engineers and
31 planners. These measures, developed through direct consultation with Rodger
32 Olds, City of Santa Maria Public Works Department, are based on the City’s
33 expert assessment of the way in which the actions are capable of reducing
34 adverse transportation effects.

35 **B. AIR QUALITY**

36 1. Conclusion: Cumulative impacts from proposed construction activities within the
37 cumulative impact study area comprised by the boundaries of the County of Santa
38 Barbara (see section IV.B. 1.b.), as defined in the Santa Barbara County Clean Air
39 Plan or Air Quality Attainment Plan, would be considered less than significant.
40 The combined, cumulative effect of on ROC, NO_x, and PM₁₀ emissions from
41 development growth would be significant and not mitigable. Emissions of ROC,

1 NO_x, and PM₁₀ emissions from project operations, in combination with emissions
2 from other probable projected future growth in the region, would exacerbate the
3 existing O₃ and PM₁₀ nonattainment status within the County. Therefore, the
4 project's contribution to cumulative air quality impacts on emission sources
5 throughout the County of Santa Barbara would be cumulatively considerable.

6 2. Rationale: Standard APCD dust control measures and construction emissions
7 and measures to reduce vehicular emissions have been developed through direct
8 consultation with Ms. Vijaya Jammalamadaka of the Santa Barbara County Air
9 Pollution Control District, and are based on the District's expert assessment of
10 the way in which the measures are capable of reducing adverse air quality
11 emissions and odors.

12 C. NOISE

13 1. Conclusion: The noise levels resulting from proposed project plus cumulative
14 traffic within the cumulative impact study area, comprised of adjacent roads and
15 intersections within the City of Santa Maria and unincorporated areas east of the
16 project site and noise generated by the Santa Maria Public Airport (see section
17 IV.C. 1.b.), would increase noise levels less than one dB. Potential cumulative
18 noise effects on adjacent sensitive receptors resulting from projected future
19 vehicular levels would be less than significant, and the project's contribution
20 would not be cumulatively considerable.

221 Rationale: Potential cumulative impacts on future sensitive receptors due to
22 adjacent off site long-term noise in the Cumulative Impact Study Area would be
23 less than significant. Imposition of standard City of Santa Maria construction
24 procedures to address construction equipment activities and operational design
25 considerations would ensure interior and exterior noise levels would be less than
26 significant.

27 D. HAZARDOUS MATERIALS

28 1. Conclusion: Cumulative Impacts on hazardous materials and hazards including
29 the Santa Maria Airport Land Use Plan area to the south of the project site and
30 unincorporated areas surrounding the project site as defined in the Cumulative
31 Impact Study Area (see section IV.D. 1.b.), would be less than significant. All
32 related projects within the City of Santa Maria, in addition to the proposed
33 project and those located unincorporated areas adjacent to the project site, would
34 be required to comply with existing state and local regulatory hazardous
35 materials and hazards regulations. The project's contribution to cumulative
36 impacts would be less than cumulatively considerable.

37 2. Rationale: Adopted Policies and Regulations have been developed by state and
38 local agencies including: the State Department of Toxic Substance Control
39 (DTSC); the California Air Resources Board; Santa Barbara County Air Pollution
40 Control District; Santa Barbara County Fire Department Hazardous Materials

1 Unit; and Santa Maria City Fire Department pursuant to the Uniform Fire Code
2 procedures to address the potential impacts on hazardous materials and hazards.

3 **E. UTILITIES**

4 1. Conclusion: Cumulative Impacts on water demand and water quality within the
5 Cumulative Impact Study Area of the City of Santa Maria General Plan area (see
6 section IV.E. 1.b.) would be less than significant. The proposed project's
7 contribution to these cumulative impacts would be less than cumulatively
8 considerable. The City's available water supply is expected to be reliable
9 through the year 2030, representing projected growth and buildout of land uses
10 throughout the City of Santa Maria General Plan area over the next 20+ years.
11 The proposed project's additional contribution over the projected demand
12 associated with the project site's existing General Plan land use designation of
13 3.69 AFY would be less than cumulatively considerable when compared to the
14 projected water demand in the year 2030 of 28,867 AFY related to City of Santa
15 Maria General Plan buildout. The proposed project and projected growth in
16 development projects would be subject to standard conditions including BMPs
17 incorporated in a construction Stormwater Pollution Prevention Plan
18 (SWPPP)/Erosion and Sediment Control Plan and the operational Stormwater
19 Quality Management Plan (SWQMP).

20 2. Rationale: The standard conditions and Best Management Practices (BMPs) that
21 will be applied to the project, as well as all related projects associated with
22 buildout of land uses within the City of Santa Maria General Plan area, were
23 developed by the City Utilities Department and incorporated into Construction
24 (SWPPP)/Erosion and Sediment Control Plan and the operational SWQMP.

This page intentionally left blank.