

ONCUT COMMUNITY PLAN UPDATE

**Proposed Final Environmental Impact Report
95-EIR-01**

Volume II Key Sites

December 1995

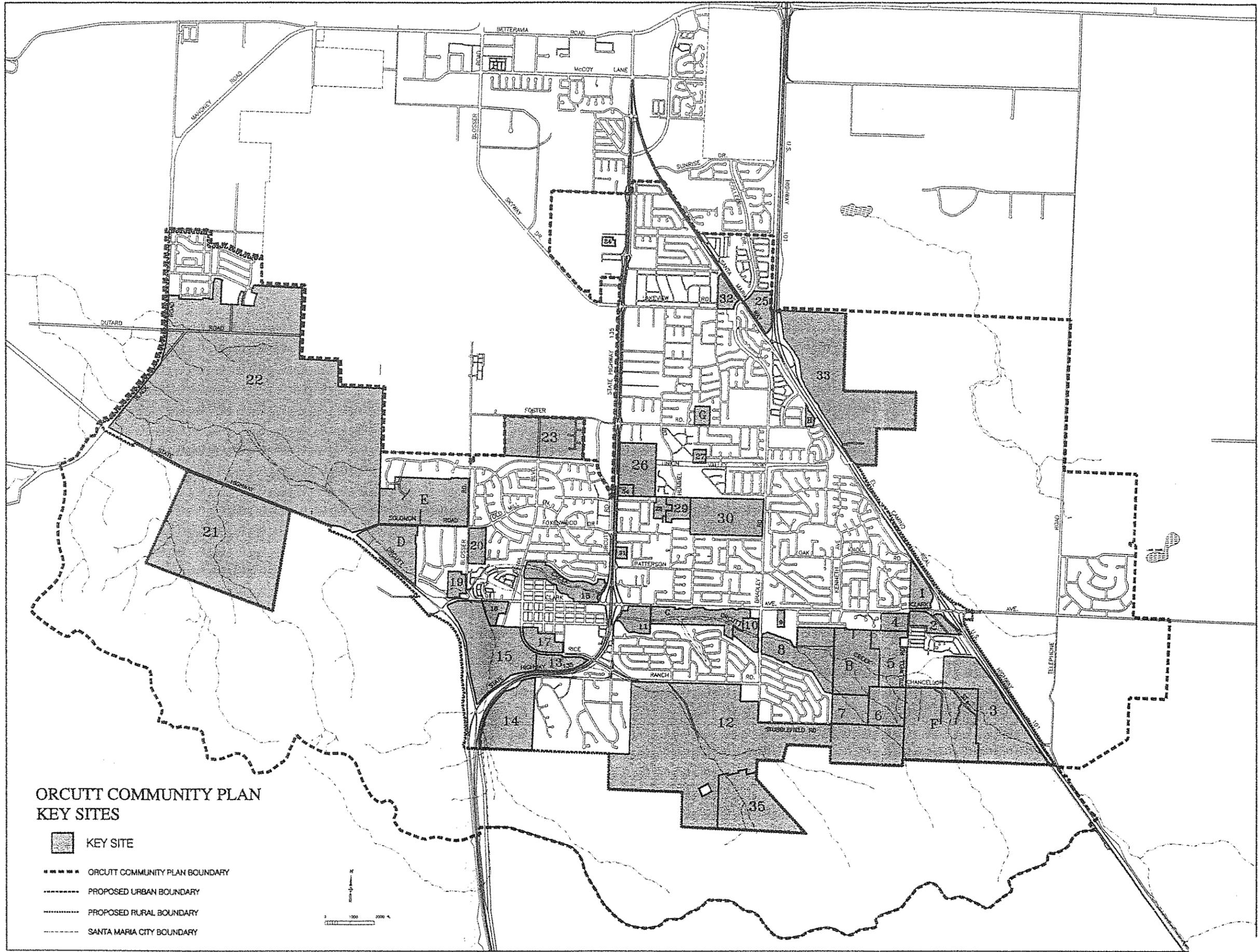
SUMMARY

Volume II of the Orcutt Community Plan EIR is comprised of site-specific environmental analyses for 45 "Key Sites" (Figure S-1) throughout the planning area. The impact analyses and mitigation measures identified for each Key Site focus on potential site-specific impacts, as well as the Key Site's contribution to regional impacts, which are discussed in Volume I of the EIR. The reader should consult Volume I of this EIR to review the full text of impact discussions and mitigation measures often referenced throughout Volume II. The following information provides a brief overview of the level of environmental review provided for the Key Sites:

Expanded Levels of Analysis: In order to streamline future permitting and to add a level of certainty to the planning process, the County of Santa Barbara Planning and Development Department established a voluntary, public-private partnership that enabled interested Key Site property owners to receive an expanded level of environmental review for their property over that normally addressed within the context of a "program level" community plan EIR. Key Site owners participating in this program provided limited contributions to assess potential site-specific impacts (e.g. traffic, biology, flooding, etc.) directly related to potential development of their property. Site-specific review for these participating Key Sites include project and alternatives analyses, and mitigation measures for each environmental issue area funded by the property owners:

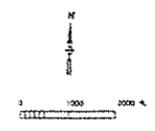
Mini-EIR's: To encourage the development of new commercial centers and sites which provide needed community benefits such as parks, open space, and senior and affordable housing, "mini-EIR's" were performed on selected Key Sites (Key Sites #1, 11, 17, 18, Evergreen Shopping Center, YMCA, and Oaknoll Park). The purpose of a mini-EIR is to examine the impacts associated with potential development scenarios on these sites and to have this review incorporated into the environmental document for the community plan. Once the community plan and EIR are adopted, a development proposal that is consistent with the scenario studied in the EIR could use the CEQA "tiering" process to incorporate the site-specific analysis and findings as part of their future development proposal. Depending upon the amount of time that has elapsed, a minor addendum or possibly a supplement to the Community Plan EIR may constitute adequate CEQA review.

For Key Sites that did not receive a "mini-EIR" or that did not participate in the expanded level of review program, the level of review in this community plan EIR is limited to the identification of environmental constraints and development standards for issues which promote needed public benefits such as parks and open space. Future development proposals for these sites will require substantial additional CEQA review to analyze potential site-specific issues not addressed in this EIR.



**ORCUTT COMMUNITY PLAN
KEY SITES**

- KEY SITE
- ORCUTT COMMUNITY PLAN BOUNDARY
- PROPOSED URBAN BOUNDARY
- PROPOSED RURAL BOUNDARY
- SANTA MARIA CITY BOUNDARY



KEY SITE 18: SITE SPECIFIC IMPACT ANALYSIS

A. PROJECT OVERVIEW

A.1 Project Location and Legal Description

The project site is comprised of 15 parcels and is located northwest of the corner of Foxenwood Lane and Clark Avenue. It is bounded by Foxenwood Lane on the east, Clark Avenue, and existing residential and commercial development on the south, California Boulevard on the west and Hartnell Road and existing residential development on the north (Figure KS18-1).

A.2 Existing Designations

Land Use: The entire site is designated Res 3.3 with the exception of a 200 foot wide corridor along Orcutt Creek.

Zoning: Parcel 105-020-22, located in the northeast corner of the site is zoned 10-R-1 (Single Family Residential, 4 units/acre), 105-020-38 located in the southern most portion of the site is zoned CH (Highway Commercial), and 105-020-41 located at the corner of Foxenwood Lane and Clark Avenue is zoned OT-LC (Old Town Light Commercial). The remaining 35.11 acres are zoned REC (Recreation). Figure KS18-2 shows the zoning for the site.

Potential Buildout Under Existing Designations: Eight single family residential units and 20,889 square feet of commercial space.

A.3 Environmental Setting

The majority of this 39.73 acre site is currently vacant, with the exception of a single family residence near the northeast corner, a private recreational complex containing three tennis courts and a picnic area near the northwest corner, and a half-court basketball court on the southern site boundary near the center of the site. The site is basin-shaped with level lower portions and steep slopes on all sides. In the southeast corner and along the site's boundary with Clark Avenue, a thin level area is present on top of the slope. Several trails present on the site are evidence that it experiences substantial use as a passive recreation area.

Areas near the eastern site boundary and the common boundary with Clark Avenue are exposed to noise levels exceeding 65 dB from traffic on Highway 135 and Clark Avenue. The 60 dB noise contour extends from 175 to 500 feet towards the site's interior.

Orcutt Creek and its associated floodplain extend across the site from east to west. The floodplain covers a significant area of the lower portions of the site. At the west end, near California Boulevard, a large in-stream retention basin has been constructed by the Santa Barbara County Flood Control District.

The site is underlain by sandy soils including Corralitos loamy sand, Terrace Escarpments-sandy, Marina sand, and Riverwash. Some of these soils have erosion hazards and all except Riverwash have high soil blowing hazards.

Vegetation on the site primarily consists of non-native grasslands. Riparian vegetation is spread intermittently along Orcutt Creek, with the densest concentrations located near the eastern site boundary. Other vegetation includes a Eucalyptus windrow along the southern site boundary near the southwest corner, Italian thistle, and invasive species such as iceplant and veldt grass.

A.4 Project Description

New land-use designations are proposed for three of the parcels on the site: 105-020-22 (2.77 acres) would receive a new designation of **Res 3.3 (Residential 3.3 units per acre)**; and 105-020-38 (.60 acres) and 105-020-41 (1.25 acres) would be designated **General Commercial**. The County proposes to change the comprehensive plan designation of the remaining parcels (35.11 acres) to **Existing Public or Private Recreation and/or Open Space**, which would be consistent with their existing zoning.

The proposed zoning would be **DR 3.3 (Design Residential 3.3 units/acre)** on 105-020-22, and **OT-GC (Old Town General Commercial)** on 105-020-38 and 105-020-41.

The DR zoning district requires a minimum of 40% of the net area to be retained as open space, which would total a minimum of 1.2 acres on 105-020-22 (40% of 2.77 acres). This zoning allows for a wide range of densities and housing types while requiring the provision of a substantial amount of open space within new residential developments. This zoning would allow for units to be clustered outside of the Orcutt Creek floodplain and areas affected by high noise levels from traffic on Highway 135.

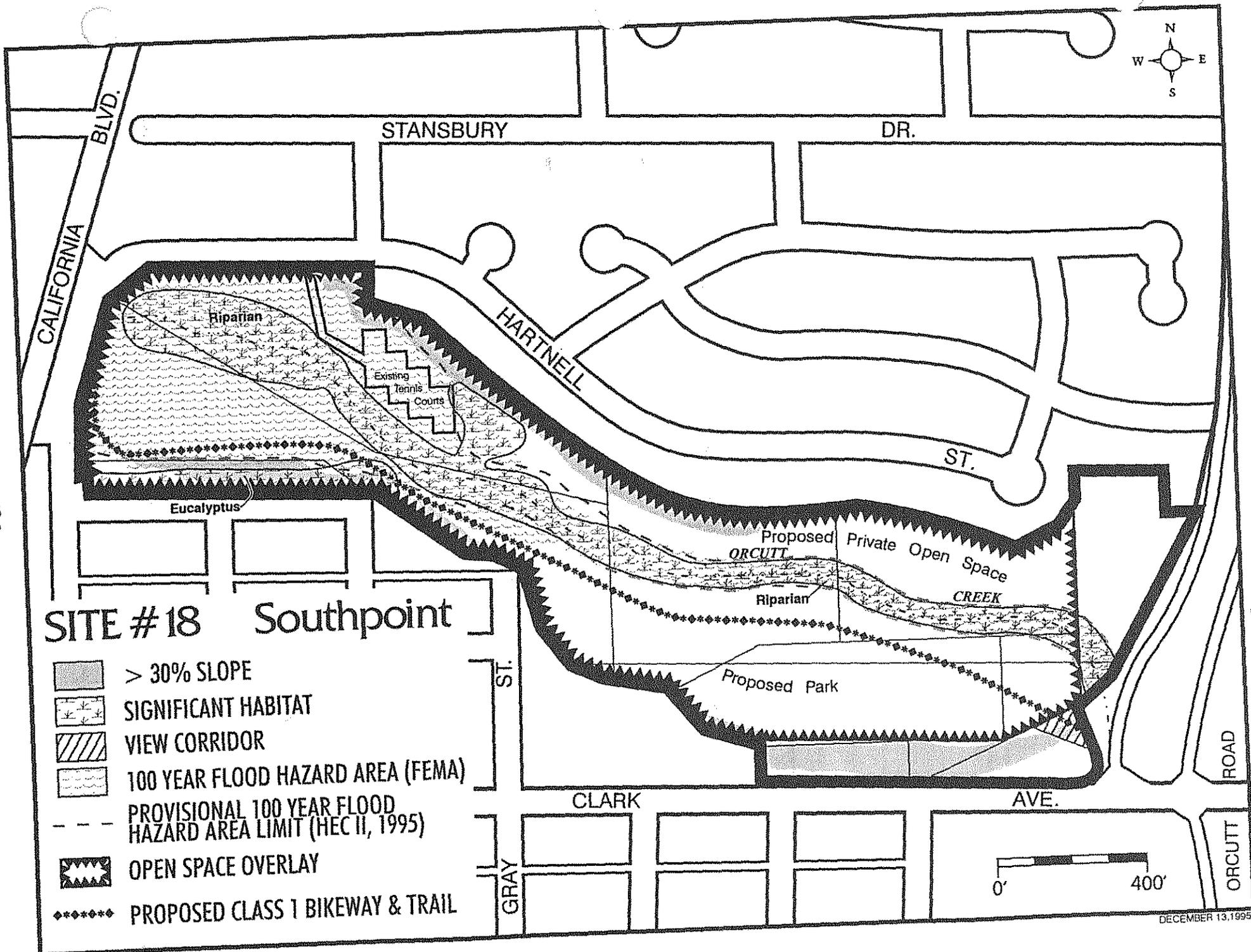
The County has identified the eastern portion of the REC zoned parcels south of Orcutt Creek (approximately 8.5 acres) as a potential park site. The County also proposes to construct a Class 1 bikepath with a separated pedestrian/equestrian path between Foxenwood Lane and California Boulevard along the south side of the creek.

Additionally, the existing retention basin near California Boulevard would be deepened to accommodate a larger volume of stormwater runoff.

Potential Open Space Overlay: As part of the draft Community Plan, the Planning Commission initiated a community wide Open Space Overlay. Although general applications for the overlay were discussed, no formal map was initiated. The overlay's purpose is to provide a contiguous open space network for the community, to promote recreational opportunities, to avoid hazards and to minimize impacts to sensitive resources. (Section 2.6, Figure 2-14) Based upon these initiated criteria and the goals of the PRD zone district, the 35 acres zoned REC would qualify for application of the proposed Open Space Overlay.

Potential Buildout Characteristics: Buildout under the proposed zoning would result in the construction of 8 residential units, 30,945 square feet of general commercial space, approximately 8.5 acres of public recreational space and, 2,560 feet of Class I bikepath on the site.

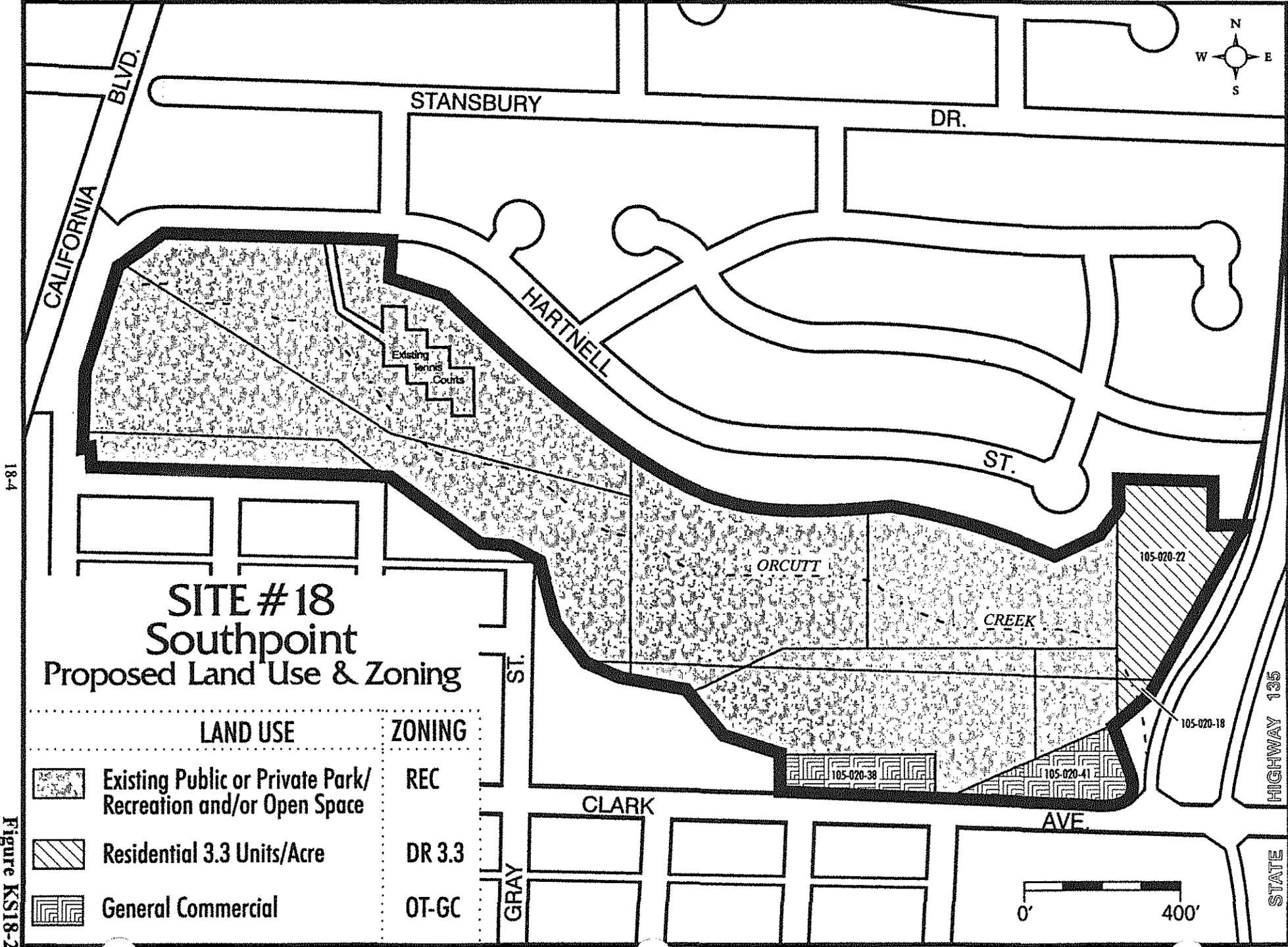
The residential units would be clustered north of Orcutt Creek near the eastern site boundary, on parcel 105-020-22. Access to these units would be from Foxenwood Lane. The 40% open space requirement of the DR zoning district mandates clustering within a 1.57 acre area, yielding an effective density of 5.7 units/acre. Given the constraints affecting this parcel, it is likely that development would consist of multiple family dwellings (condominiums, townhomes, etc.) clustered outside of the Orcutt Creek floodplain and away from the steep slopes along the northern and eastern parcel boundaries.



SITE #18 Southpoint

-  > 30% SLOPE
-  SIGNIFICANT HABITAT
-  VIEW CORRIDOR
-  100 YEAR FLOOD HAZARD AREA (FEMA)
-  PROVISIONAL 100 YEAR FLOOD HAZARD AREA LIMIT (HEC II, 1995)
-  OPEN SPACE OVERLAY
-  PROPOSED CLASS 1 BIKEWAY & TRAIL

Figure KS18-1



18-4

Figure KS18-2

Developments of this type often include guest parking facilities and a small private recreation area.

Commercial development would be located at the southern terminus of Foxenwood Lane and Clark Avenue, and along the site's frontage with Clark Avenue, and could include retail shops, restaurants, banks, doctor's offices, or other uses generally compatible with surrounding residential development. Access to commercial areas would be from the adjacent roadways.

The proposed park would be located on portions of parcels 105-020-60, -61, -63, and -64. This park could include picnic areas, informal recreational facilities, tot-lots and potentially some active recreational facilities such as a volleyball court or outdoor basketball court. It is also possible that a small public rest-room facility may be provided within the park. Vehicle access to the park could be provided through the commercial development along Clark Avenue. Pedestrian and Bicycle access would be provided by a proposed 2,560 foot segment of Class I bikepath across the site. The bikepath would provide access between California Boulevard on the west and Foxenwood Lane on the east and would run along the southern boundary of the retention basin, and would parallel the southern bank of Orcutt Creek, at a distance of approximately 30 feet from the top of the bank (this would allow for avoidance of riparian vegetation). A hiking/equestrian path would parallel the bikepath across the site.

A.6 Public Services and Utilities

The site would be served by the Santa Barbara County Sheriff's Department, Santa Barbara County Fire Department, and the Orcutt Union School District. Utilities for the site would be provided as indicated in Table KS18-1.

TABLE KS18-1: PUBLIC UTILITY PROVIDERS

SERVICE	PROVIDER
Water	California Cities Water Company
Sewer	Laguna County Sanitation District
Gas	Southern California Gas Company
Electric	Pacific Gas and Electric
Telephone	General Telephone

B. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The sections which follow do not include discussions of impacts associated with Hazards/Risk of Upset, Fire Protection, and Schools. No project-specific significant impacts were identified during initial evaluation of the proposed project; however, these issues are analyzed in detail within the main body of the Orcutt Community Plan EIR. Significant impacts are anticipated for several other issue areas and are described in detail below.

A phase I archeological survey of the portions of the site located outside the Orcutt Creek floodplain was performed by ISERA Group in March of 1995, with negative results.

B.1 Biological Resources

Setting

The site has experienced significant disturbance in the past from grading and vegetation clearing, resulting in relatively low species diversity. Non-native grassland is dominate throughout the floodplain. A dense population of Italian thistle is present on the south side of the creek. Additional vegetation on the site includes individuals of California sagebrush, coyote brush, saw-tooth goldenbrush, and a three coast live oaks near the center of the southern site boundary. A eucalyptus windrow is also present along the site boundary with North Avenue. Invasive species, including veldt grass and iceplant are scattered along the creek and on the slope adjacent to Clark Avenue. Riparian vegetation along Orcutt Creek is predominately willow scrub, with a few oaks and central dune scrub shrubs. Arroyo willow and yellow willow are scattered along the eastern half of the creek, and narrow leaf willow predominates the western half.

Wildlife on the site is characteristic of that found in previously disturbed habitat areas. The wildlife corridor of Orcutt Creek provides habitat for a variety of birds including the downy woodpecker and mourning dove. The annual grasslands which cover most of the site may serve as foraging area for raptors and small mammals. A Loggerhead Shrike (California Species of Special Concern) was observed here during a site visit. The retention basin at the west end of the site is subject to disturbance from maintenance activities, and consequently has lower habitat value.

Impacts

General Impacts (Volume I): The following impacts from Section 5.2 are anticipated to result from future development on this site.

Impact BIO-8: Trail construction and use. Although many trails would follow existing dirt roads and paths, construction of over 15 miles of trails within remaining undeveloped areas of the community (Figure 2-8, main EIR), particularly in the foothills, could create *potentially significant* impacts to biological resources through direct removal of rare plants, such as those associated with vernal pools, central dune scrub and sandhill chaparral. Additional *potentially significant* long-term impacts to biology would include increased disturbance of wildlife by hikers and dogs, which in sensitive riparian and vernal pool areas may cause a decline in nesting and breeding activities and increased mortality of wildlife. Sensitive animal species are expected to be able to move out of the way during trail construction (which generally goes slowly, and with hand crews), and are expected to be able to cross active trails without being significantly impacted.

Impact BIO-9: Paved Bicycle Paths. The Class I facility along Orcutt Creek (Figure 5.9-5, main EIR) could have a *potentially significant* impact on riparian habitat and associated animal species through direct removal of vegetation and increased disturbance of wildlife. Other Class I and Class II facilities would be along existing or proposed roadways (eg: along Union Valley Parkway) and would therefore *not significantly impact* biological resources.

Impact BIO-15: Creek Maintenance and Emergency Work. Although no changes in the Flood Control District's maintenance practices are proposed, levels of effort of maintenance (desilting, channel shaping, vegetation removal and herbicide spraying in the channel) may increase in Orcutt, Solomon and Pine Canyon Creeks in order to protect future development within the floodplain or floodway. These new maintenance areas could cause *potentially significant* impacts by: 1) alteration of the physical

features of the creek channel, 2) removal of riparian scrub, forest, and live oak communities, and 3) temporary but reoccurring disturbances to wildlife on Key Sites 3, 5-8, 10-13, 15, 19, 22, A, F, and D. Responses to emergency flooding could also significantly impact these riparian communities as a result of the use of heavy equipment in and around the creek to remove fallen logs and other debris blocking the channel.

Impact BIO-31: Removal of oak trees: Removal of oak trees due to site development would be potentially significant due to the wildlife habitat value. (Even a single oak tree in an urban environment provides for insects, reptiles, birds, and small mammals)

Impact BIO-33: Weed invasion. Landscaping with weedy species in the proposed newly urbanized areas could have a potentially significant impact on the remaining acreage of native plant communities by displacing native species and thus significantly altering habitat characteristics and ecological functions. These weedy species include iceplant, pampas grass, veldt grass, eucalyptus, spiny clothbur and Australian fireweed.

The following site-specific impacts are also anticipated:

Impact KS18-BIO-1 Reduction in Habitat: Grading and clearing associated with development of the proposed park could result in potentially significant impacts through the direct loss of approximately 8.5 acres of non-native grassland between Clark Avenue and Orcutt Creek, and fragmentation of remaining habitats on the site.

Impact KS18-BIO-2 Loss of Significant Vegetation: Buildout on the project site could result in potentially significant impacts through the loss of riparian vegetation along Orcutt Creek and the oak trees near the center of the southern site boundary. Additionally, construction of a Class I bikepath could cause further disruption of the riparian corridor. The riparian corridor could also be adversely affected as a result of covering over by piling excavated material from the proposed deepening of the existing California Street retention basin.

Impact KS18-BIO-3 Impacts to Wildlife: Potentially significant impacts to wildlife could occur with eventual habitation of the site, and would include disturbance of habitat by domestic animals, impedance of movement along the creek due to encroachment toward the riparian corridor, and nuisances to wildlife from noise and light sources within residential, commercial, and park areas. Many of these impacts would be associated with the construction and habitation of 9 units on 2.77 acres in the northeast corner of the site.

Mitigation Measures

General Mitigation Measures (Volume I): The following measures from section 5.2 shall apply to future development proposals on this site:

Mitigation BIO-2: Bicycle path construction shall avoid removal of riparian vegetation to the maximum extent feasible. The Orcutt Creek bike path shall be set back a minimum of 50 feet from the outside edge of riparian vegetation or the top of the bank of Orcutt Creek or other streams (whichever is further), unless this would make the link infeasible. Path construction shall include riparian restoration between the edge of existing native vegetation and the bicycle path. Any lighting along the path shall be directed away from the creek. (*Addresses Impacts BIO-1, 2, 3, 4 and 9*)

Mitigation BIO-3: Habitat restoration plans shall be required of all projects that would significantly impact wetlands, riparian woodlands, oak woodlands and rare plants. The goal of the plan should be to restore a greater number of acres of mature vegetation (including understory if appropriate) than that which was impacted. If restoration on or near the site is not feasible, acquisition and permanent preservation of additional habitat acreage should be considered as long as the mitigation project results in a substantial increase in ecological functions. Success criteria should be clearly stated. The habitat restoration plan shall be prepared by a P&D qualified biologist and reviewed and approved by P&D, and bonded for by the applicant, prior to issuance of a Land Use Permit on the site. The plan should clearly state who will fund and be responsible for long-term maintenance, who will monitor for success, and specific remedial measures. (*Addresses Impacts BIO-1 through 5, 8 through 12, 15, 17, 18, and 21*)

Mitigation BIO-9: All trails shall be sited and designed to minimize removal of native vegetation. To the maximum extent feasible, trails shall follow existing dirt road and trail alignments. Where this is not possible, prior to final trail alignment of these trail segments, the proposed trail route shall be surveyed by a P&D-qualified botanist. The botanist, in consultation with P&D, shall reroute the trail alignment to avoid sensitive species. The final alignment shall be approved by P&D. Signage shall be placed alongside the trails providing educational and interpretive information. (*Addresses Impact BIO-8 and 9*)

Mitigation BIO-26: Oak trees shall be protected to the maximum extent feasible. All land use development applications shall be processed in such a manner as to avoid damage to oak trees. Measures taken to preserve oak trees should include modification of project design (eg: clustering, narrower road width, taller building heights, etc). The area protected from grading, paving and other disturbances should include the area 6 feet outside of the dripline. Where oak trees are killed, they shall be replaced in a manner consistent with County standards. (*Addresses Impact BIO-31*)

Mitigation BIO-28: Landscape plans for developments on the edge of open space areas shall include trees and shrubs native to the Santa Maria Valley. (The Orcutt Biological Resources Technical Report [Rindlaub, Hunt and Storrer 1995] contains a list of species.) Planting of invasive weedy plants such as iceplant, pampas grass, veldt grass, monterey pine, eucalyptus, spiny clotbur and Australian fireweed shall be strongly discouraged and removed in these areas. (*Addresses Impact BIO-33*)

The following **site-specific** mitigation measures shall also apply:

Mitigation KS18-BIO-1.1: The proposed Open Space Overlay shall be applied to the entire site with exception of parcels 105-020-38, 105-020-41, and approximately 2.5 acres on 105-020-22. The overlay shall be applied to an area extending 60 feet from the top of the northern bank of Orcutt Creek onto parcel 105-020-22. No development other than the proposed park and Class I bikepath/multi-use trail shall be permitted within the overlay. *(addresses Impact KS18-BIO-1)*

Mitigation KS18-BIO-1.2: The proposed route for the bikepath/multi-use trail shall be modified wherever feasible to minimize loss of significant vegetation. The northern side of the path shall be revegetated with appropriate riparian vegetation (willows, cottonwoods, etc.) and the southern side shall be planted with oaks throughout the segment which crosses the proposed park. Significant vegetation shall be noted on all grading and construction plans and review by a P&D certified biologist shall occur prior to final plan approval. *(addresses Impact KS18-BIO-1)*

Mitigation KS18-BIO-2.1: No development shall be permitted within 50 feet of the banks of Orcutt Creek. This requirement shall appear as a note on all plans submitted for development on parcels which include a section of Orcutt Creek. *(addresses Impact KS18-BIO-2)*

Mitigation KS18-BIO-2.2: Where feasible, development plans shall be modified to incorporate existing trees within proposed landscaping. *(addresses Impact KS18-BIO-2)*

Mitigation KS18-BIO-2.3: Excavated material from the deepening of the California Street retention basin shall be removed from the site, or stored along the southern-most site boundary, adjacent to Clark Avenue, to avoid covering over riparian vegetation. *(addresses Impact KS18-BIO-2)*

Mitigation KS18-BIO-3: All exterior lighting features used in commercial development along Clark Avenue, residential development in the northeastern corner of the site, and within the proposed park area, shall be directed away from adjacent habitat areas. Hoods shall be installed on lighting fixtures to prevent "spill-over" into adjacent habitat areas when deemed necessary by P&D. Decorative lighting shall utilize low intensity sources. Locations for proposed exterior light sources and the direction of light beams shall be clearly noted on the Landscape Plan. *(addresses Impact KS18-BIO-3)*

Residual Impacts

After implementation of mitigation measures listed in this section and in Section 5.2, impacts to biological resources would be **Less than Significant (Class II)**.

B.2 Geology/Soils

Setting

The project site is located in a low risk area based on the Seismic Safety Geological Problems Index. Severity of high groundwater and expansive soils are listed as low to moderate.

The majority of the site is underlain by Corralitos loamy sand 0-2% slopes. This soil has a low potential for erosion by water, but the hazard of soil blowing is high. A thin sliver of Terrace Escarpments-Sandy is present on the slope along the northern site boundary. This soil is susceptible to erosion by gullyng. The slope which runs along the southern site boundary is primarily composed of Marina sand 9-30% slopes. Erosion hazard for this soil is moderate and the hazard of soil blowing is high. A small portion of Riverwash near the eastern site boundary.

Impacts

General Impacts (Volume I): The following impact from Section 5.4 is anticipated to result from future development on this site.

Impact GEO-2: Blowing sand: Grading and site preparation activities associated with future development on soils underlain by "Dune Sand" and Orcutt Formation deposits would create potentially significant impacts due to blowing sand which would contribute to the County's PM₁₀ air quality problem, as well as creating a nuisance for surrounding land uses.

The following **site-specific** impacts are also anticipated:

Impact KS18-GEO-1 Unstable Slopes: Slope engineering for placement of access roads serving residential development on parcel 105-020-22 and the proposed 8.5 acre park could result in potentially significant impacts due to unstable cut slopes. Weight of structures along Clark Avenue could also increase the potential for slope collapse.

Impact KS18-GEO-2 Siltation of Orcutt Creek: Grading and clearing in the short-term, and construction of impervious surfaces (buildings, parking) in the long-term from increased runoff over the site's erodible soils, would result in potentially significant increases in erosion, and subsequent siltation of Orcutt Creek.

Impact KS18-GEO-3 Soil Blowing: Removal of surface vegetation during construction activities could result in potentially significant impacts due to severe soil blowing and deposition of wind-borne sediment on adjacent properties.

Mitigation Measures

General Mitigation Measures (Volume I): The following mitigation from section 5.4 shall apply to future development proposals on this site:

Mitigation GEO-6: Landscape plans shall be required for all new development in areas of sandy soils to ensure revegetation of graded areas. All landscape plans shall be reviewed by the County BAR; landscape securities (bonds) shall be required unless expressly waived by P&D. (*addresses Impact GEO-1 and 2*)

Mitigation GEO-9: All finished cut and fill slopes and other areas of exposed soils shall be revegetated with ground cover immediately after construction. A landscape maintenance plan shall be prepared for County review and approval. (*addresses Impact GEO-2*)

The following **site-specific** mitigation measures shall also apply:

Mitigation KS18-GEO-1: Grading plans for development of access roads and buildings shall clearly address slope stability and soil collapse issues, including the use of retaining walls or other slope stabilization methods when necessary, and shall be submitted for P&D review prior to land-use clearance. These methods shall be documented in a soils report if deemed necessary by P&D. (*addresses Impact KS18-GEO-1*)

Mitigation KS18-GEO-2: Erosion control measures shall be implemented to prevent runoff into the creek channel. Silt fencing, straw bails, sand bags, and vegetation of cut or filled slopes shall be used in conjunction with other methods to prevent erosion on slopes and siltation of the stream channel. An erosion control plan shall be submitted to and approved by P&D, Public Works Grading Division, and Flood Control prior to Land Use clearance, and implemented prior to commencement of grading or construction. (*addresses Impact KS18-GEO-2*)

Mitigation KS18-GEO-3: All cleared areas shall be watered at the end of each work period and frequently during construction. (*addresses Impact KS18-GEO-3*)

Residual Impacts

This measure, in conjunction with those presented in Section 5.4 would reduce the impacts referenced above to a level of **Less Than Significant (Class II)**.

B.3 Flooding/Drainage

Setting

Orcutt Creek and its associated floodplain cross the project site from east to west. The width of the floodplain varies from approximately 60 feet at the eastern site boundary, to approximately 600 feet near the western site boundary, and covers approximately 9.9 acres, including a majority of the area west of gray street. A preliminary HEC 2 analysis of Orcutt Creek was conducted by Penfield & Smith between March and July of 1995 to verify the accuracy with which the Key Site 18 floodplain is depicted on existing FEMA maps, which confirmed that the existing depiction was correct. The floodplain is depicted in Figure KS18-1.

Impacts

General Impacts (Volume I): The following impacts from Section 5.5 are anticipated to result from future development on this site:

Impact FLD-1: Development within the 100-year floodway. Siting of development associated with buildout of the OCP within the FEMA designated and/or provisional floodway would increase velocities of flood waters, erosion/deposition, potential channel blockages, and flood heights on up and downstream properties, resulting in significant and unavoidable flooding impacts through personal injury and/or damage to property.

Impact FLD-2: Development within the 100-year floodplain. Siting of development associated with buildout of the OCP within the FEMA designated 100-Year Floodplain could increase velocities of flood waters, erosion/deposition, potential channel blockages, and flooding on downstream properties, resulting in potentially significant flooding impacts through personal injury and/or damage to property.

Impact FLD-3: Increased storm flows from impervious surfaces. Urban development associated with buildout of the OCP would lead to the creation of approximately 1,000 acres of new impervious surfaces, causing a significant increase in run-off and peak flows leading to potentially significant flooding impacts to streets and existing residences due to increased flood heights and inadequate channel capacities to accommodate higher flows.

The following **site-specific** impacts are also anticipated:

Impact KS18-FLD-1 Exposure to Flood Hazards: Construction of 9 units in the northeast corner of the site, could result in potentially significant impacts through the exposure of residents and property to flood hazards during a 100 year storm event.

Impact KS18-FLD-2 Increased Stormwater Runoff: Impervious surfaces (roofs, roadways, parking facilities, etc.) associated with buildout on the project site could cause potentially significant impacts through increases in stormwater runoff, contributing incrementally to downstream flooding.

Impact KS18-FLD-3 Localized Erosion of the Creek Channel: Project runoff directed into the stream channel of Orcutt Creek could result in potentially significant impacts through localized erosion at drainage outlet points, leading to potentially significant increases in downstream sedimentation.

Mitigation Measures

General Mitigation Measures (Volume I): The following mitigation from Section 5.5 shall apply to future development proposals on this site.

Mitigation Measure-FLD-1: The County shall apply the Orcutt Open Space Overlay (Figure 2-14, main EIR) to all areas within the 100 year floodplain and floodway of Orcutt, Pine Canyon and Graciosa Creeks. (*addresses Impacts FLD-1 and 2*)

Mitigation-FLD-2: No development shall be permitted within the FIRM-designated 100-year floodway, unless it can be demonstrated that such development would not result in increased flooding impacts up- or down-stream. All off-setting improvements (e.g., conveyance capacity, erosive velocity, etc.) shall be determined by Flood Control to cause no cumulative impacts to up- or down-stream flood waters in accordance with County Ordinance #3098. (*addresses Impact FLD-1*)

Mitigation-FLD-3: No development shall be permitted within 50' of the FIRM-designated 100-year floodway, except in limited circumstances where necessary to provide reasonable development level. Where necessary to develop within the 100-year floodplain, special measures including but not limited to elevation of finish floor surfaces to 2' above flood level, shall be incorporated into project design. (*addresses Impacts FLD-1 and 2*)

Mitigation-FLD-4: All development shall contribute its proportionate share of installation and maintenance for a regional retention basin. Prior to land use clearance, all new developments shall purchase capacity within regional recharge basins as determined appropriate by the Flood Control District (flooding volumes shall be noted on all Development Plans). In the event a regional retention basin to serve the site is unplanned and/or unavailable, the development shall provide on-site retention facilities with a sufficient capacity to reduce site runoff to County Flood Control District standards. Wherever feasible, on-site facilities shall be dual use (e.g. ball fields, park facilities). (*address Impacts FLD-3, 4, 5, 7, 8, 9, 10, 12*)

Mitigation-FLD-8: Pervious construction materials (turf-block, non-grouted brick, gravel, etc.) shall be used where appropriate in all developments in order to minimize the amount of runoff conveyed offsite. (*addresses Impact FLD-3*)

Mitigation-FLD-9: Residential units requiring raised finish floor elevations in areas prone to flooding shall be constructed on raised foundations rather than fill material where practical. Special consideration shall be given to the location of yards and garages in these areas, including but not limited to Department of Real Estate disclosures regarding potential flooding of yards and non-habitable structures. (*addresses Impacts FLD-1 and 2*)

Mitigation-FLD-10: Drainage outlets into natural creek channels shall be constructed in a manner which causes outlet flow to approximate the general direction of natural stream flow. Energy dissipators beneath outlet points shall be incorporated where appropriate, and designed to minimize damage to riparian vegetation. (*addresses Impact FLD-3*)

The following **site-specific** mitigation measures shall also apply:

Mitigation KS18-FLD-1: Finished floor elevations for residential units on 105-020-22, must be 2 feet above the 100 year flood elevation pursuant to Santa Barbara County Flood Control District (SBCFCD) regulations. (*addresses Impact KS18-FLD-1*)

Mitigation KS18-FLD-2: The developer shall purchase capacity in the regional recharge system. The capacity to be purchased shall be determined by SBCFCD upon submittal of a development plan. Volumes of off-site retention capacity shall be noted on the development plan. Off-site capacity must be purchased prior to land use clearance. (*addresses Impact KS18-FLD-2*)

Mitigation KS18-FLD-3: The developer shall contract a County approved engineering firm to evaluate the impacts of proposed fill upon downstream floodwater volumes. The developer shall submit a copy of the study findings for SBCFCD review prior to land-use clearance. (*addresses Impact KS18-FLD-3*)

Mitigation KS18-FLD-4: Drainage outlets into the creek channel shall be constructed in a manner which causes outlet flow to approximate the general direction of natural stream flow. Energy dissipators beneath outlet points shall be incorporated where appropriate, and designed to minimize damage to riparian vegetation. Outlet points shall be labeled on the drainage plan, and a separate figure depicting the proposed design for each type of energy dissipator to be used shall be included with the drainage plan. Drainage plans shall be submitted for review by P&D and SBCFCD prior to land use clearance. (*addresses Impact KS18-FLD-4*)

Residual Impacts

These mitigation, in conjunction with measures presented in Section 5.5, and existing SBCFCD regulations would reduce all flooding impacts to a level of **Less Than Significant (Class II)**.

B.4 Groundwater Resources

Setting

Currently, all fresh water within the Santa Maria Valley is supplied by groundwater from the Santa Maria Groundwater Basin (SMGB). The basin underlies approximately 110,000 acres of land, including the entire community of Orcutt, and has a storage capacity of 1.5 million acre feet. Net groundwater demand and perennial yield for the basin are approximately 100,000 AFY and 80,000 AFY, respectively, resulting in a net overdraft of approximately 20,000 AFY. Water quality in the Orcutt storage unit of the Santa Maria groundwater basin is superior relative to other parts of the SMGB and has the highest concentration of municipal wells. However, the pumping depressions which this creates reduce municipal water quality by drawing in poorer quality water from adjacent areas.

Water service for the project site would be provided by the California Cities Water Company (CCWC). The CCWC obtains its water from 14 wells which draw primarily from the Orcutt storage unit. Maximum combined production capacity is 12,700 gpm, with a current maximum daily demand of 11,275 gpm. Residential development in the northeast corner of the site would be served by an extension of the existing water line along Wilson Drive or Hartnell Road. Commercial development along Clark Avenue, and the proposed park south of Orcutt Creek would be served by an extension of the water line along Clark Avenue (the existing line ends at Twitchell Street).

Impacts

General Impacts (Volume I): The proposed project would contribute to the following impacts from Section 5.6 are anticipated to result from future development on this site:

Impact WAT-1: Increased overdraft by 2006. Residential, commercial-industrial, municipal and agricultural growth within the Orcutt Planning Area projected to occur over the next ten years would create *potentially significant* impacts to groundwater resources as this growth would contribute substantially to ongoing and increased overdraft of the Santa Maria Groundwater Basin by generating an increase in net water demand of 1,610 AFY.

Impact WAT-2: Increased overdraft at buildout. Residential, commercial-industrial, municipal and agricultural growth within the Orcutt Planning Area permitted under buildout of the proposed Community Plan would create *potentially significant* impacts to groundwater resources as this growth would contribute substantially to ongoing and increased overdraft of the Santa Maria Groundwater Basin by generating an increase in net water demand of 3,304 AFY.

The following **site-specific** impact is also anticipated:

Impact KS18-WAT-1 Long Term Increase in Water Demand: Based upon the water duty factors in Appendix P and the Environmental Thresholds and Guidelines Manual, buildout on the site could have *potentially significant* impacts associated with increased demand on the Santa Maria Groundwater Basin as indicated ranging from 24.06 to 28.31 AFY. Of this demand, 12.75 to 17 AFY would be from the proposed park, 7.52 AFY would be from residential development, and 3.79 AFY would be from commercial development. Although the individual demands for uses on the site do not exceed the threshold of 25 AFY for the SMGB, combined demand comes very close to exceeding it, and could contribute to cumulative impacts.

Mitigation Measures

General Mitigation Measures (Volume I): The following mitigation listed in Section 5.6 shall apply to future development proposals on this site:

Mitigation WAT-1: All new development within the Orcutt Planning Area shall pay fees sufficient to offset its increased water demand, including the costs of planning and implementation of new conservation / water supply projects. (*addresses Impacts WAT-1 and 2*)

Mitigation WAT-4: The County shall require that the maximum feasible water conservation measures be included in all new development projects. (Specific conservation measures are listed in the Example Water Supply Program discussed above). (*addresses Impacts WAT-1 and 2*)

Residual Impacts

Mitigation measures presented in Section 5.6 would reduce impacts associated with the project's anticipated water demand to **Less than Significant (Class II)**.

B.5 Traffic/Circulation

Setting

The site shares common boundaries with Foxenwood Lane to the east, California Boulevard to the west, and Clark Avenue to the south. The southbound Highway 135 exit and entrance ramps lie 100 ft. east of Foxenwood Lane and significantly influences traffic and circulation patterns near the Clark/Foxenwood intersection. Access to the developable areas of the site would be from Foxenwood Lane and Clark Avenue which carry 1,850 Average Daily Trips (ADT) and 9,900 ADT respectively. Highway 135 carries 15,700 ADT. All of the roadways and intersections adjacent to Key Site 18 currently operate at acceptable levels of service (LOS C or better). However, delays to vehicles exiting Foxenwood Lane onto Clark Avenue can sometimes cause vehicle queues. The relatively high speeds along this section of Clark, in combination with traffic exiting and entering Highway 135, can add to this delay during peak traffic hours.

Impacts

General Impacts (Volume I): The following impacts from Section 5.9 are anticipated to result from future development on this site:

Impact CIRC-13 (10-Year): Clark Ave./Foxenwood Lane congestion-turning movements: Residential and commercial development in west Orcutt and Old Town Orcutt, including approximately 29,000 sq. ft. of commercial development on Key Site 18, would create *potentially significant* impacts to the Clark Ave./Foxenwood Lane intersection through turning movement conflicts created by an increase of 4,300 ADT on Clark Ave, w/o Foxenwood Lane. Impacts would include traffic delays and potentially significant safety hazards for left turn movements from Foxenwood Lane onto Clark Avenue, as well as ingress/egress turning movement conflicts associated with access to the proposed commercial development on Key Site 18.

Impact CIRC-26 (Buildout): Clark Ave./Foxenwood Lane congestion-turning movements: Residential and commercial development in west Orcutt and Old Town Orcutt, including approximately 29,000 sf of commercial on Key Site 18, would create *potentially significant* impacts to the Clark

Ave./Foxenwood Lane intersection through turning movement conflicts created by an increase of **10,800 ADT** on Clark Ave. w/o Foxenwood Lane. Impacts would include traffic delays and potentially significant safety hazards for left turn movements from Foxenwood Lane onto Clark Avenue, as well as ingress/egress turning movement conflicts associate with access to the proposed commercial development on Key Site 18.

The following **site-specific** impact is also anticipated:

Impact KS18-CIRC-1 Turning Movement Safety Hazards: Project buildout would generate approximately 848 Average Daily Trips (ADT) and 78 peak hour trips (PHT). Approximately 762 ADT would result from commercial development along Clark Avenue, with the remainder (86 ADT) generated by residential development in the northeast corner of the site (Appendix F). Trips added to Clark Avenue could create a substantial increase in turning movement conflicts near the Clark/Foxenwood intersection, due to its proximity to potential access points for parking areas along the northern side of Clark Avenue, and the Clark/Highway 135 intersection. Drivers slowing to make left-hand turns from eastbound Clark Avenue into commercial areas and onto Foxenwood Lane, would adversely affect traffic flow on Clark. This is considered a *potentially significant* impact.

Mitigation Measures

General Mitigation Measures (Volume I): The following mitigation listed in Section 5.9 shall apply to future development proposals on this site:

Mitigation CIRC-7: The County shall consider re-alignment of Foxenwood Lane to align with Norris Avenue to the west and/or construction of a landscaped center median on Clark Avenue (between Foxenwood Lane and Norris Street), to alleviate existing and future turning movement conflicts on Clark Avenue. (*addresses Impact CIRC-13*)

The following **site-specific** mitigation measure shall also apply:

Mitigation KS18-CIRC-1: The developer shall fund the construction of a landscaped median along Clark Avenue between Foxenwood Lane and Dyer Street, which includes left-hand turn pockets for parking areas of commercial development along Clark Avenue, Foxenwood Lane, Norris Street and Twitchell Street. Plans for design shall be submitted for review by Public Works Department prior to land use clearance. (*addresses Impacts KS18-CIRC-1*)

Residual Impacts

Implementation of these mitigation, would reduce impacts referenced above to a level of **Less Than Significant (Class II)**. However, it is anticipated that safety hazards associated with an increase in turning movements between the Clark/135 and Old Town would remain **Significant and Unavoidable (Class I)**.

B.6 Noise

Setting

The primary source of noise affecting the project site is Highway 135, which lies approximately 250 feet to the east. The entire developable area on the site lies within the 60 dB noise contour of this roadway. A 130 foot strip along the eastern boundary of 105-020-22, a 25-30 foot strip along the southern boundary of 105-020-38, and all of 105-020-41 lie within the 65 dB contour. The noise contours affecting the site are shown on Figure KS18-1.

Impacts

General Impacts (Volume I): The following impact from Section 5.10 are anticipated to result from future development on this site:

Impact NSE-3: Construction related noise: Noise from grading and construction activity associated with development of Key Sites would result in potentially significant short-term, construction related noise impacts to sensitive noise receptors located within 1,600 feet of site preparation activities.

The following **site-specific** impact is also anticipated:

Impact KS18-NSE-1 Long-Term Exposure of Sensitive Receptors to Noise: Development of residential units on 105-020-22, would expose future residents to exterior noise levels exceeding County standards. It is also likely that these units would be exposed to interior noise levels which exceed County Standards. These impacts are considered significant.

Mitigation Measures

General Mitigation Measures (Volume I): The following mitigation measures from Section 5.10 shall apply to future development proposals on this site.

Mitigation NSE-5: Construction within 1,600 ft of sensitive receptors shall be limited to weekdays between the hours of 8 AM and 5 PM only. Noise attenuation barriers and muffling of grading equipment may also be required. Construction equipment generating noise levels above 95 dB(A) may require additional mitigation. (*addresses impact NSE-3*)

The following **site-specific** mitigation measure shall also apply:

Mitigation KS18-NSE-1: Development on parcel 105-020-22 shall utilize a combination of soundwalls and unit orientation to reduce noise affecting interior and exterior living spaces. Units shall be constructed in a manner which reduces interior noise levels to a maximum of 45 dB. The developer shall contract a County approved consultant to conduct a study to determine the design/effectiveness of proposed noise reduction measures. Noise reduction features shall be depicted and clearly labeled on the Development Plan.

Residual Impacts

This mitigation, in conjunction with measures presented in Section 5.10 would substantially reduce noise affecting residential areas on the site. Impacts would be **Less than Significant (Class II)**.

B.7 Air Quality

Setting

The project site lies within Region III of the South Central Coast Air Basin. Air quality in the region is typically good; however, the County currently exceeds California and federal health standards for two pollutants: Ozone (O₃) and particulate matter less than 10 microns in diameter (PM₁₀). Santa Barbara County is currently classified as "non-attainment" for state and federal ozone standards and the state 24 hour PM₁₀ standard. The County has attained standards for these pollutants 3 out of the past 4 years.

APCD formally submitted a redesignation request for the federal ozone standard to EPA in November, 1994. This request was based on monitored data collected between 1991, 1992, and 1993. However, monitoring data collected in 1994 revealed violations of the federal ozone standard which has prompted EPA to suspend review of Santa Barbara County's redesignation request and Maintenance Plan. Santa Barbara County continues to violate the more stringent state ozone standard between 10 and 20 times per year.

Impacts

General Impacts (Volume I): The proposed project would contribute to the following impacts listed in Section 5.11:

Impact AQ-1: Significant ozone precursors. Implementation of the proposed Community Plan would result in *potentially significant* air quality impacts resulting from significant emissions of ozone precursors (ROC and NO_x) to a non-attainment air basin for ozone.

Impact AQ-2: Dust and PM₁₀ generation. Implementation of the Community Plan would result in *potentially significant* air quality impacts associated with the generation of fugitive dust and PM₁₀ emissions during construction related activities.

Impact AQ-3: Inconsistent with Clean Air Plan growth rate. Buildout of the proposed Community Plan could result in *potentially significant* air quality impacts by allowing residential development at a rate which is inconsistent with the air quality attainment objectives contained in the 1994 Santa Barbara Clean Air Plan (CAP).

The following *site-specific* impact is also anticipated:

Impact KS18-AQ-1 Long-Term Operational Emissions: Emissions from traffic associated with the development of an 28,850 sq. ft. of commercial space would exceed County thresholds of 25 pounds/day threshold for either ROC or NO_x (precursors of ozone). An URBEMIS 3 air quality model run (Appendix J) indicates emissions of these pollutants as shown below. This impact is considered *significant*.

DEVELOPMENT TYPE	ROC*	CO	NO _x
Commercial	26.3 lbs/day	345.7 lbs/day	44.8 lbs/day

* Total organic gases (TOG) is multiplied by a factor of 0.8967 in order to calculate reactive organic gases (ROC).

Mitigation Measures

General Mitigation Measures (Volume I): The following measures from Section 5.11 shall apply to future development proposals on this site.

Mitigation AQ-1: Future project construction in Orcutt shall be consistent with Santa Barbara County APCD air pollution control measures to reduce stationary and mobile source ROC and NO_x emissions. *(addresses Impact AQ-1)*

Mitigation AQ-2: Future project construction in Orcutt shall follow all requirements of the Santa Barbara County APCD, and shall institute Best Available Control Technology (BACT) where necessary to reduce emissions below threshold levels. Mitigation must be required whenever project-specific construction impacts for nitrogen oxides (NO_x) or reactive organic compounds (ROC) are identified as potentially significant. The following is a list of control strategies that may be used.

- a) If standard diesel construction equipment is used and emission factors from EPA publication AP-42 are used to estimate emissions, proper implementation of the following mitigation measures package shall be considered to achieve up to a 40 percent reduction in NO_x emissions and a 15 percent reduction in ROC emissions (exhaust hydrocarbons plus aldehydes), from the standard emission factors. All of the following shall be implemented when feasible, in order to be given these emission reduction credits, for each piece of eligible construction equipment:
- o Maintain engine and emissions system in proper operating condition;
 - o implement two-degree engine timing retard;
 - o install high pressure fuel injectors; and
 - o use reformulated diesel fuel.

The APCD considers this package of control measures to be the best available technology to mitigate NO_x and ROC emissions from standard diesel construction equipment.

- b) Alternatively, the applicant may elect to demonstrate a 40 percent NO_x reduction for the total emissions from the project's construction equipment mix or on a fleet-wide basis, i.e., some construction machinery may be replaced with lower emitting equipment, some may be over-controlled and some under-controlled. The applicant shall provide sufficient information to the monitoring agency to verify the NO_x reduction. The following should be considered in demonstrating the 40 percent reduction:
- o Diesel equipment in the project's construction equipment mix, that emit less than 6.9 gms/bhp-hr of NO_x, according to manufacturer's specifications, are considered mitigated to the maximum extent feasible.
 - o All diesel vehicles are required to use reformulated diesel fuel. Use of reformulated diesel alone can reduce NO_x emissions by approximately 4 percent and ROC emissions by 15 percent in older engines.
 - o Wherever feasible, diesel equipment such as, pumps and generators, may be replaced by electric equipment. Although gasoline-powered equipment with catalytic converters may be used, evaporative emissions may cancel any exhaust emission benefits. Clean-fueled

vehicles may be substituted for diesel or gasoline-powered vehicles, if feasible.

- c) To make up for any shortfall caused by not implementing or partially implementing the recommended control technology by offsite mitigation measures, the APCD should be contacted to determine appropriate offsite measures for the project. (*addresses Impacts AQ-1 and EVG-AQ-1*)

Mitigation AQ-10: These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

- o During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible.
- o Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- o If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- o After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- o The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.
- o Prior to land use clearance, the applicant shall include, as a note on a separate information sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans. (*addresses Impact AQ-2*)

Residual Impacts

These mitigation, in conjunction with measures presented in Section 5.11 would reduce impacts from short-term construction related activities to a level of **Less than Significant (Class II)**. It is likely that impacts associated with long-term operational emissions would remain **Significant and Unavoidable (Class I)**.

B.8 Wastewater

Setting

The Laguna County Sanitation District (LCSD) provides wastewater treatment for the community of Orcutt. Because the area's water supply is fairly "hard" due to moderately high dissolved mineral content, many residents have installed regenerating water softeners which increase the level of Total Dissolved Solids (TDS) in wastewater effluent. The TDS levels in Orcutt's effluent exceed the 1,000 milligram per liter (mg/l) discharge limit set by the Regional Water Quality Control Board (RWQCB). The RWQCB has placed a regulatory cap on the District's treatment capacity to slow degradation of the Santa Maria Groundwater Basin from high salinity in treated effluent.

The site lies within the LCSD boundaries, and a trunk line is already present on the site. However, the LCSD does not have plans for treatment plant expansion or replacement. The existing plant has an operational capacity of 3.2 million gallons per day (mgd) and a permitted capacity of 2.4 mgd. The district can no longer issue new Can & Will Serve (C&WS) letters for new development (per RWQCB moratorium); however, they are accepting C&WS letters issued under their permitted capacity.

Impacts

General Impacts (Volume I): The following impact from Section 5.13 is anticipated to result from future development on this site:

Impact WW-1: Increase in TDS. The development of up to 6,300 new homes with potentially 6,300 additional salt water softeners and low-flow fixtures will increase the TDS level and could create *potentially significant* impacts to groundwater quality due to the degradation of the District's effluent.

Impact WW-5: Increase in grease or chemical levels. The development of restaurants, gas stations, car washes, manufacturing facilities and so on would increase the level of greases, oils and chemicals in the wastewater stream, creating *potentially significant* impacts to the District's ability to adequately treat wastewater flows due to a lack of appropriate filtration systems at the treatment plant.

The following **site-specific** impact is also anticipated:

Impact KS18-WW-1 Increased Demand for Sewer Service: Based on a per unit demand 200 gallons per day (gpd), the project would generate 19,200 gpd of effluent¹. The existing LCSD treatment plant is operating at its regulated capacity, and long-term demand for additional services would exceed the treatment plant's physical capacity. As a result, this impact is considered *significant*.

Mitigation Measures

General Mitigation Measures (Volume I): The following measure listed in Section 5.13 shall apply to future development proposals on this site.

¹ Commercial effluent calculated assuming 350 sq. ft. equals 1 residential unit.

Mitigation WW-7: All new commercial and industrial development which will generate greases, oils and/or chemicals that will be added to the wastewater flows shall be fitted with on-site filtration consisting of charcoal filters or some other method per LCSD ordinance to reduce site-specific discharge of these substances. (*addresses Impact WW-5*)

Residual Impacts

Implementation of the mitigation measures presented in Section 5.13 could help to reduce TDS levels in treated effluent from the LCSD, thereby increasing the level of sewer service from the current permitted capacity (2.4 mgd) to the operational capacity (3.2 mgd). However, the operational capacity of the existing treatment plant would be reached serving the demands of existing development. As a result, this impact is considered **Significant and Unavoidable (Class I)**.

B.9 Solid Waste

Setting

Solid waste collection service in Orcutt is provided by Health Sanitation Service (HSS), a private refuse collection, recycling and disposal company. Solid waste is transported to the City of Santa Maria landfill, a Class III solid waste disposal site located at the northeastern corner of the Santa Maria city limits adjacent to the Santa Maria River. This 290 acre landfill is the second largest in the County, and receives approximately 300 to 400 tons/day of waste (109,500 to 146,000 tons/year). Although this facility is fully permitted by the Regional Water Quality Control Board (RWQCB), its capacity has been limited due to concerns about its proximity to the Santa Maria River, and corresponding threat to water quality. The estimated capacity of the landfill is approximately 3.0 million cubic yards, and could accommodate the current level of demand until 2008-2009.

Impacts

General Impacts (Volume I): The proposed project would contribute to the following impacts from Section 5.14.3:

Impact SW-1: Increase in solid waste from 10-year buildout. Under the 10-year scenario, the community would generate approximately 8,970 tons/year of solid waste (3,070 units x 2.87 residents/unit x 0.95 + 600,000 sq.ft. x 0.001). Even with significant efforts (50% reduction) toward source reduction and recycling this scenario would exceed the thresholds for solid waste, resulting in a potentially significant impact through creating a substantial contribution to the landfill exceeding capacity.

Impact SW-2: Increase in solid waste from full buildout. The full build-out scenario would generate approximately 19,476 tons/year of solid waste (6,300 units x 2.87 residents/unit x 0.95 + 2.3 million sq. ft. x 0.001). Implementation of AB 939 could reduce the solid waste stream by 50%, resulting in approximately 9,738 tons/year of solid waste being generated from full buildout of the Community Plan, which would still be considered a potentially significant impact by contributing substantially to the landfill exceeding capacity.

Impact SW-3: Increased need for a new landfill. The estimated increases in waste stream from both the 10-year and full buildout scenarios would reduce the useable life of the Santa Maria Landfill. The current estimate is that the Santa Maria Landfill has a life expectancy of thirteen years. Development of the draft Community Plan would further reduce the life expectancy of the Santa Maria landfill. This would be considered a potentially significant impact due to the difficulty in siting new landfills.

The following **site-specific** impacts are also anticipated:

Impact KS18-SW-1 Generation of Waste: The project could have potentially significant impacts due to waste generation. A project is considered to result in significant impacts to landfill capacity if it would generate 5% (196 tons/year) or more of the expected annual increase in waste generation. Buildout on the project site would generate solid waste as indicated in the table below:

TYPE	GENERATION RATE ²	WASTE GENERATED
Residential	8 units x ² 2.83 residents/unit x 0.95 tons/resident/yr	21.508 tons/yr
General Retail	⁺ 15,473 sq. ft. X .0048 X .0057 tons/sq. ft.	.420 tons/yr
Restaurant	⁺ 15,472 sq. ft. X .0115 tons/sq. ft.	177.900 tons/yr
TOTAL		199.828 tons/yr

The exact mix of dwelling unit types is not known at this time. An average of generation rates for single family residential and multiple family residential (3.01 and 2.65 respectively) is used.

⁺ The exact mix of commercial uses is not know at this time. Half of the total square footage (30,945) was assigned to each of the anticipated uses.

² Santa Barbara County Environmental Thresholds and Guidelines Manual, January 1995

The total amount of solid waste generated under this scenario does not exceed the County threshold. However, if the proportion of restaurant space/commercial space increases, the threshold could be substantially exceeded (100% restaurant space would yield 355.867 tons/yr).

Mitigation Measures

General Mitigation Measures (Volume I): The following mitigation listed in Section 5.14.3 shall apply to future development proposals on this site:

Mitigation SW-1: The County shall pursue an aggressive residential, commercial, and industrial recycling program throughout the OPA. All new residential, commercial, and industrial development shall be required to participate in those efforts as determined by the County Department of Public Works. *(addresses Impacts SW-1, SW-2, SW-3, and KS18-SW-1)*

Mitigation SW-2: All existing and future residential developments in the Urban area shall participate, to the greatest extent feasible, in yard waste collection programs as may be provided by the County of Santa Barbara. Such programs may include yard waste accumulation bins, curbside pickups and backyard composting. Accumulation bins would be provided by the County. *(addresses Impacts SW-1, SW-2 and SW-3)*

Mitigation SW-3: All commercial/industrial projects shall establish a recyclable material pickup area (i.e., loading dock, etc.) where collection of currently accepted recyclable materials could be accommodated. *(addresses Impacts SW-1, SW-2, SW-3 and KS18-SW-1)*

Mitigation SW-4: Recycling bins shall be provided (by the applicant) at all construction sites. All recyclable materials currently being accepted at either the landfill and/or recyclable centers shall be recycled at construction sites. *(addresses Impacts SW-1, SW-2, SW-3 and KS18-SW-1)*

Mitigation SW-6: All new and existing development shall comply with the California Integrated Waste Management Act of 1989 (AB 939), which requires 25% diversion of all solid waste from landfills by 1995 and 50% by 2000. *(addresses Impacts SW-1, SW-2, SW-3 and KS18-SW-1)*

Residual Impacts

Mitigation presented in the Section 5.14.3 could reduce the project's waste stream by as much as 50%. Even with 100% of the commercial area used as restaurant space, these measures could reduce the project's waste stream to 177.93 tons/yr. As a result, this impact is considered **Less than Significant (Class II)**.

B.10 Visual Resources/Open Space

Setting

Key Site 18 serves as a visual "gateway" into Old Town Orcutt. The site is a significant open space, surrounded on all sides by urbanization. The wide, shallow stream valley is a unique visual feature, which adds significant aesthetic value to the surrounding area. This space also creates a separation between older development in the Old Town area, and modern subdivisions to the north. The site is prominent to southbound travellers on Highway 135 and to westbound travellers on Clark Avenue. The site is also visible to travellers on California Boulevard and Foxenwood Lane, and to residents along the western portion of Hartnell Road to the north. Clark Avenue, and the eastern portion of Old Town are

visible looking south across the site. Several trails present throughout the site indicate a large amount of passive recreational use on the site. Pedestrians hiking across the site experience views of contiguous grassy slopes which surround the site on three sides.

Impacts

General Impacts (Volume I): The following impacts from Section 5.15 are anticipated to result from future development on this site:

Impact VIS-2: Increased night lighting. Increased development and associated night lighting from several thousand new units and acres of commercial development at and outside of the existing fringes of urban development (eg: Sites 12 and 22), would result in *potentially significant* disruption of the night sky through the installation of hundreds of street lights and substantial increases in other outdoor lighting.

Impact VIS-3: Unmaintained stormwater retardation basins. Construction of additional small steep sided, chain-link fenced in, poorly landscaped and maintained retardation basins would create *potentially significant* visual degradation of existing and new neighborhoods.

Impact VIS-4: Unmaintained roadway medians and planter strips. Construction of additional residential and commercial development and roads would include medians and planter strips which, if unmaintained, could result in *potentially significant* adverse visual impacts to motorists and surrounding residents through creation of weedy unmaintained areas lining some of the community's major roads.

Impact VIS-11: Alteration of visual character of Old Town Orcutt. Development of open lands adjacent to Old Town Orcutt (Sites 17, 18, 15) could lead to *potentially significant* impacts to the visual character of Old Town through elimination of approximately 150 acres of open space and substantial changes to views from Clark Avenue and Rice Ranch Road.

Impact VIS-12: Incompatible development in Old Town Orcutt. New development/redevelopment within the Old Town area could create *potentially significant* visual impacts through construction of buildings whose size and architectural style, etc. are incompatible with the existing character of Old Town.

The following **site-specific** impacts are also anticipated:

Impact KS18-VIS-1 Loss of View Corridor: Buildout of 30,945 sq. ft. of commercial development would create *significant* impacts to visual resources through elimination of the existing unobstructed view of the Orcutt Creek stream valley from westbound Clark Avenue.

Impact KS18-VIS-2 Change in the Visual Character of the Site: The size and scale of new structures, and construction of parking areas and an access road to serve the proposed public park would have *significant* impacts to the visual character of the site through extensive grading and cut/fill slopes. Replacement of non-native grassland with manicured lawn surfaces would also significantly change the existing pastoral appearance of the site. These impacts would also affect views experienced by passive recreationalists using the site.

Mitigation Measures

General Mitigation Measures (Volume I): The following mitigation from Section 5.15 shall apply to future development proposals on this site:

Mitigation VIS-3: All public and private retardation basins shall be designed to permit additional uses including active and passive recreation in more developed areas and wildlife habitat in more rural and biologically sensitive areas. The use of perimeter fencing shall be avoided to the maximum extent feasible. Where required, perimeter fencing shall be of a decorative nature in urban areas or designed to minimize interference with wildlife in more undeveloped areas. Perimeter landscaping of basins in urban areas shall consist of low maintenance trees and shrubs, as well as turf, etc. to accommodate recreational uses. Native trees, shrubs and groundcover shall be used within basins in undeveloped areas. Maintenance shall be determined through implementation of the Landscape-Open Space Maintenance District (*addresses Impact VIS-3*).

Mitigation VIS-4: All medians and strips designated for landscaping shall utilize drought-tolerant species to the maximum extent feasible, consisting of low maintenance trees, shrubs, and groundcover which do not obstruct views of motorists, bicyclists, and pedestrians. Maintenance shall be determined through implementation of the Landscape-Open Space Maintenance District. (*addresses Impact VIS-4*)

Mitigation VIS-8: The County shall create an Old Town Orcutt overlay which places the Design Control Overlay District (Art. III, Sec. 35-246) on locations of Old Town Orcutt which are not currently zoned with the OT-Old Town designation (Art. III, Sec. 35-243). The boundaries of Old Town Orcutt shall be as shown on Figure 5.15-1 (main EIR). The purpose and intent of this overlay is to protect the visual resources and neighborhood characteristics of this unique area. The Design Overlay requires all development to be reviewed by the County Board of Architectural Review (BAR). In addition, the Old Town Orcutt BAR shall review and approve plans for all development within the Design Overlay area of Old Town. (*address Impact VIS-11 and VIS-12*).

The following **site-specific** mitigation measures shall also apply:

Mitigation KS18-VIS-1: A setback for structures shall be established on parcel 105-020-41, which limits development on a 7,320 sq. ft. triangle at the northern corner of the parcel to maintain a view corridor from westbound travel lanes along Clark Avenue at the Highway 135 off-ramp (Figure KS18-1). Development within this area shall be limited to parking or landscaping. This area shall be depicted and labeled on the development plan. (*addresses Impacts KS18-VIS-1*)

Mitigation KS18-VIS-2: The area on the slope immediately north of the park access road shall be landscaped with native shrubs of sufficient height to block views of the paved area from the north. (*addresses Impacts KS18-VIS-2*)

Residual Impacts

This measure, in conjunction with measures proposed in Section 5.15 would help to reduce impacts to visual/aesthetic resources on the site. However, changes to the unique visual character of this site would be unavoidable. As a result, the impacts listed and referenced in this section are considered **Significant and Unavoidable (Class I)**.

C. ALTERNATIVES TO THE PROPOSED PROJECT

C.1 Alternative 1 (No Project)

Description

This alternative would involve retaining the site's existing designations, which would allow for construction of eight single family residential units and 20,889 square feet of commercial space. Residential units would be single family dwellings on 10,000 to 15,000 sq. ft. lots. Approximately 4,391 sq. ft. of highway commercial development could be constructed on 105-020-38. This could include uses such as a mini-marts, auto service station, or fast food restaurant. Approximately 16,498 sq. ft. of light commercial space could be constructed on 105-020-41. Light commercial uses could include a barber shop, clothing store, or professional/commercial offices.

Impact Discussion

This alternative's impacts in the areas of biological resources, geology/soils, flooding/drainage, groundwater resources, historical and archeological resources, solid waste, and air quality would be similar to impacts anticipated for the proposed project.

The extent of impacts to visual resources could increase under this alternative, as a result of the visual character of Highway Commercial development, and would remain **Significant and Unavoidable (Class I)** due to the potential for creating obstructions within the view corridor across the sight from Clark Avenue.

Impacts associated with high noise levels affecting residential areas are anticipated to increase due to the lack of flexibility in siting units to decrease noise impacts. Noise impacts would remain **Significant and Unavoidable (Class I)**.

Traffic impacts under this alternative would be less significant than for the proposed project, as a result of the decrease in commercial buildout. The mitigation measures referenced in the Traffic/Circulation section above would reduce these impacts to a level of **Less than Significant (Class II)**.

Impacts due to increased demand for sewer service would be **Less than Significant (Class II)** under this alternative due to the decrease in commercial square footage which it represents.

C.2 Alternative 2 (Low Buildout)

Description

Under this alternative, parcels 105-020-38 and 105-020-41 would be designated OT-GC (Old Town General Commercial) and 105-020-22 would be designated DR-1.8. This alternative would have the same buildout characteristics as the proposed project with the exception of a lower residential density for the residential area in the northeast corner of the site yielding 4 residential units. Recent housing market trends in Orcutt, combined with the increased flexibility of siting units due to lower density, make it likely that residential development would consist of single family dwellings.

Impact Discussion

This alternative's impacts in the areas of biological resources, geology/soils, flooding/drainage, groundwater resources, historical and archeological resources, traffic/circulation, noise, air quality, solid waste, and visual resources would be similar to impacts anticipated for the proposed project.

The lower density of residential development under this alternative would slightly decrease effluent volumes from the site relative to the proposed project. Increased demand for Sewer Service would remain **Less than Significant (Class II)**.

C.3 Alternative 3 (High Buildout)

Description

With this alternative, commercial and park development would be similar to the proposed project. Eight residential units could be constructed. Residential units would be single family dwellings on 10,000 to 15,000 sq. ft. lots.

Impact Discussion

This alternative's impacts in the areas of biological resources, geology/soils, flooding/drainage, groundwater resources, historical and archeological resources, traffic/circulation, air quality, solid waste, and visual resources would be similar to impacts anticipated for the proposed project.

Impacts associated with high noise levels affecting residential areas are anticipated to increase due to the lack of flexibility in siting units to decrease noise impacts. Noise impacts would remain **Significant and Unavoidable (Class I)**.

C.4 Alternative 4 (Foxenwood Lane Realignment)

Description

This alternative would involve the realignment of Foxenwood Lane to decrease turning movement conflicts at the Clark Avenue/Highway 135 intersection (Figure 6-3). The Foxenwood Lane/Clark avenue intersection is located about 175 feet west of the Highway 135 southbound off-ramp and on-ramp. The realignment would involve abandonment of Foxenwood Lane's current configuration, and relocation of the Foxenwood/Clark intersection immediately north of Norris Street in Old Town. The proposed alignment and structural fill to support the roadway would decrease the net area of 105-020-22 by approximately .37 acres (13%). It would also decrease the proposed public park by approximately 1.72 acres (20%). A developable area of approximately 3.1 acres would be created between the realigned roadway and the Highway 135 Right of Way.

Realignment would change the buildout characteristics of the proposed designations for the site. Assuming OT-GC zoning for the newly created developable area, up to 61,890 square feet of commercial space could be constructed on the site (51,854 on the new area and 10,036 on 105-020-38). Commercial development could include the same uses as those possible under the proposed project. With proposed designations of Res 3.3/DR-3.3 on 105-020-22, up to 7 residential units could be constructed in the northeast corner of the site. These units would most likely be multiple family given the constraints affecting this parcel.

Impact Discussion

This alternative's impacts in the areas of, groundwater resources, and historical and archeological resources would be similar to impacts anticipated for the proposed project.

This alternative could result in the direct loss of approximately 9.15 acres of non-native grassland between Clark Avenue and Orcutt Creek, and approximately .4 acres of riparian vegetation near the eastern site boundary. These impacts would be slightly greater than those anticipated for the proposed project, and are **Significant and Unavoidable (Class I)**.

Geology/Soils impacts under this alternative would be substantially greater than for the proposed project or any of the other alternatives, due to the large amount of fill required for successful implementation. Siltation of Orcutt Creek would be **Significant and Unavoidable (Class I)**, given the sandy, erodible nature of soils in the area which would be used as fill. Impacts associated with the creation of unstable cut and fill slopes would be more likely, but could be mitigated to a level of **Less than Significant (Class II)**. The potential for soil blowing hazards would also increase, but would remain **Less than Significant (Class II)**.

Significant and Unavoidable (Class I) air quality impacts from short-term construction-related emissions would occur under this alternative. Creation of the 3.1 acre developable area between the realigned Foxenwood Lane and Clark avenue could require from 11,111 to 33,333 cubic yards of fill (grading plans could vary significantly). Fill placement could generate from 740 to 2,222 trips, assuming a capacity of 15 cubic yards per truck.

Realignment of Foxenwood Lane would require extension of the existing culvert under the roadway, and would result in the loss of approximately .23 acres of the Orcutt Creek floodplain. Additionally, the large increase in impervious surfaces associated with greater commercial development would cause additional stormwater runoff to enter Orcutt Creek. As a result, the extent of all impacts described in the flooding section, except exposure to flood hazards, would increase. The level of these impacts would remain **Less than Significant (Class II)**. Exposure to flood hazards would decrease due to lower residential buildout potential, and would remain (**Less than Significant Class II**).

This alternative would generate more ADT and PHT than the proposed project, but would not cause levels of service on adjacent roadways to drop below County standards (LOS C). Realignment of Foxenwood Lane could reduce turning movement conflicts near the Clark Avenue/Highway 135 intersection by increasing the distance between the Highway 135 off and on ramps and the Clark/Foxenwood intersection, reducing the impact to **Less than Significant (Class II)**.

Air Quality impacts from short-term construction related emissions would be **Significant and Unavoidable (Class I)** under this alternative due to the large number of dump truck trips necessary to deliver earth fill for the roadway realignment and commercial area building pads.

Solid waste impacts would be **Significant and Unavoidable (Class I)** under this alternative due to the large increase in commercial development and associated potential for restaurant space.

This alternative would have substantially greater impacts to visual resources relative to the proposed project. Realignment of Foxenwood Lane would move the roadway closer to the center of the eastern portion of the site, affecting view to the south and east across the site. Additionally, the extent of commercial development made possible under this alternative would have a greater potential to block the view corridor across the site to California Boulevard.

C.5 Alternative 5 (Potential Development Concept for 105-020-38)

Description

This alternative is identical to the proposed project with the exception of commercial buildout on parcel 105-020-38. The property owner has submitted a potential development concept for 23,750 square feet of retail/restaurant development (Figure KS18-3). Total commercial buildout under this alternative would be 78,200 square feet. Parking areas for the proposed public park would be expanded to accommodate some of the parking demand generated by this development, and to reduce the need for provision of parking within the limited space on parcel 105-020-38.

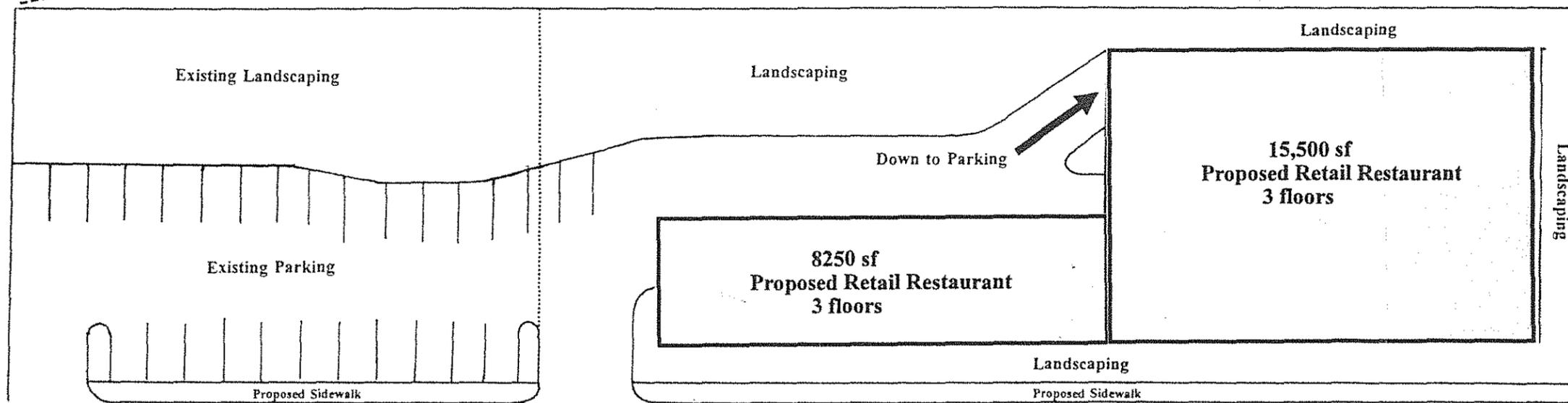
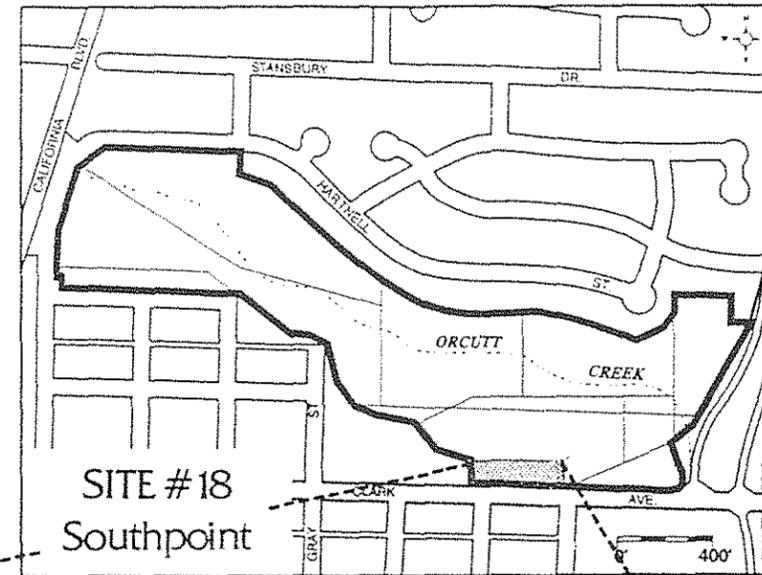
Impact Discussion

This alternative's impacts in the areas of biological resources, flooding/drainage, groundwater resources, historical and archeological resources, traffic/circulation, noise, air quality, solid waste, and visual resources would be similar to impacts anticipated for the proposed project.

Geology/Soils impacts would increase in magnitude under this alternative, due to additional grading which would be necessary to create building pads and the access road depicted in the conceptual plan for 105-020-38. However, these impacts would remain **Less than Significant (Class II)**.

KEY SITE 18
PARCEL 105-020-38
POTENTIAL DEVELOPMENT CONCEPT

TOTAL AREA: 23,750 square feet



NO SCALE

CLARK AVENUE

Figure KS18-3

KEY SITE 19: SITE SPECIFIC IMPACT ANALYSIS

A. PROJECT OVERVIEW

A.1 Project Location

The site is assessor's parcel number 105-010-16, located in the western portion of the planning area. It is located northwest of the intersection of Blosser Road and Clark Avenue, and is bounded to the north by the Palomino subdivision, to the east by Blosser Road and 2 single family lots (towards the northern boundary), to the south by Clark Avenue and 2 single family lots (towards the eastern boundary), and to the west by the Westtrail Estates subdivision (Figure KS19-1).

A.2 Existing Designations

Land Use: Res 1.0 (Residential, 1 acre minimum lot size)

Zoning: 1-E-1 (Residential, 1 acre minimum lot size)

Potential Buildout: 13 residential units (eleven additional-two existing).

A.3 Environmental Setting

The 13.04-acre site is currently vacant with the exception of two single family residences and accessory buildings located near the northeast corner. The terrain is level across the entire site except for sharply rising man-made slopes along portions of the northern and southern site boundaries.

The entire site is underlain by Botella Loam soils, with moderately slow permeability and a moderate erosion hazard. This soil type is also very fertile and suitable for agriculture.

The site has historically been utilized for agricultural production, but appears to have not been in active cultivation since the early 1950s¹. Primary vegetation on the site consists of re-colonizing pioneer species which have taken hold in the previously cultivated areas. Orcutt Creek, its associated floodplain, and riparian corridor cross through the central portion of the site from east to west. The riparian corridor supports a variety of trees and vegetation.

A.4 Project Description

The County of Santa Barbara proposes a general plan amendment which would replace the existing land use and zoning designations with new designations of **PD 1.0/PRD**.

The County's Planned Residential Development (PRD) zone district requires that a minimum of 40% of a site be maintained in public and/or common open space (5.22 acres for this site). The intent of this zone district is to site development outside of sensitive, hazardous, or unbuildable areas such as riparian woodland, floodplains, and canyons.

Potential Open Space Overlay: As part of the draft Community Plan, the Planning Commission initiated a community wide Open Space Overlay. Although general applications for the overlay were discussed (eg: Orcutt Creek), no formal map was initiated. The overlay's purpose is to provide a contiguous open space network for the community, to promote recreational opportunities, to avoid hazards and to

¹ Determined from staff review of historical aerial photographs.

minimize impacts to sensitive resources (Section 2.6, Figure 2-14). Based upon these initiated criteria, the area extending approximately 150 feet north and 100 feet south of Orcutt Creek would be appropriate for the Open Space overlay and would encompass the most flood-prone and biologically sensitive portions of the site.

The area within the open space overlay as shown in Figure KS19-1 would total approximately 4.2 acres (80% of the requirement). The remaining 1.32 acres of open space could be provided within future development.

The County also proposes a segment of Class 1 bikepath and recreational trail across the site. These facilities would be located north of Orcutt Creek, within the Open Space Overlay.

Potential Buildout Characteristics: The new designations would allow for the construction of 11 units on the site (13 gross - 2 existing). Most of the units would be located north of Orcutt Creek although one or two units could be located between the creek and Clark Avenue.

Primary access to units on the northern portion of the site would be from Blosser Road, and access to units south of the creek could potentially be from Arabian Trail, a private road located just outside of the western site boundary.

The proposed Class 1 bikepath and trail would be located entirely within the Open Space Overlay. The bikepath would cross Orcutt Creek at the western site boundary and would extend to the eastern site boundary, paralleling the northern bank at a distance of approximately 40 feet from the bank.

B. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

No site specific analysis was performed for the following areas: Agricultural Resources, Geology, Water Resources, Archaeological/Historic Resources, Traffic/Circulation, Noise, Air Quality, Risk of Upset/Hazards, Wastewater, Public Services, Visual Resources/Open Space, Parks Recreation and Trails, or Schools. Future environmental review will be required to determine if potentially significant impacts could occur. The following discussion focuses on known potentially significant impacts:

B.1 Biological Resources

Setting

Biological resources on the site are generally concentrated along Orcutt Creek. The Orcutt Creek corridor supports dense concentrations of willows, which serve as habitat for several bird species. The previously cultivated areas north of the Creek have been re-colonized by non-native grassland with significant concentrations of mustard weed. A disturbed wetland may be present on approximately 2 acres between Orcutt Creek and Clark Avenue. This site was not surveyed by Rindlaub, Hunt and Storrer (1995).