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Environmental Health

FINAL ENVIRONMENTAL IMPACT REPORT

79-EIR-1

"ORCUTT 13"

AND THE INITIAL STUDY

PROJECTS INCLUDED IN THIS EIR:

TTM 12,679/78-RZ-19, San Clemente
TTM 12,727, Bugnuda
TTM 12,726, Bugnuda
TTM 12,590/78-RZ-21, Baker
TTM 12,176/78-RZ-14, Whitestine
TTM 12,735/78-RZ-16, Smith
TTM 12,676, BFM
TTM 12,749, Renna
TTM 12,674, BFM
TTM 12,770, Harp
TTM 12,675, BFM
TTM 12,631/78-RZ-15,Moreland
TTM 12,630, Moreland

Prepared For:

Department of Environmental Resou

County of Santa Barbara

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SANTA BARBARA, CA 93101

July 16, 1979

RESOURCE MANAGEMENT DEPT.
DIVISION OF ENVIRONMENTAL REVIEW
105 EAST ANAPAMU ST., RM. 103
SANTA BARBARA, CA 93101

COUNTY OF SANTA BARBARA

ALBERT F. REYNOLDS
Director

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Santa Barbara, Calif. 93101
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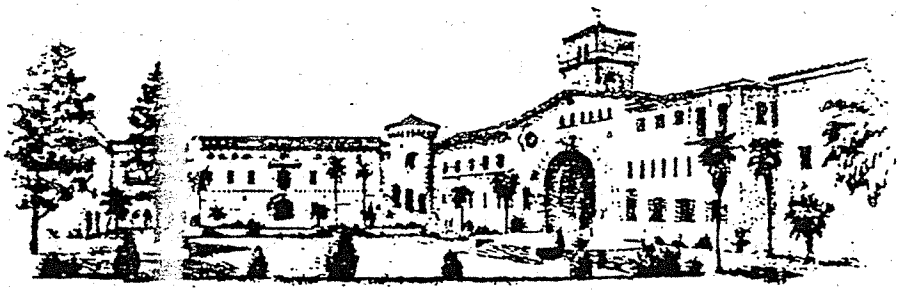

DEPARTMENT OF ENVIRONMENTAL RESOURCES

June 11, 1979

TO: Britt Johnson, Director
Planning Department

FROM: Albert F. Reynolds, Director

RE: Transmittal Letter for "Orcutt 13" Final EIR

Attached hereto is the Final EIR on the environmental consequences of the "Orcutt 13" projects. This document represents my independent analysis of all available documentation on these proposals, including prior EIRs on other projects in the area, the DER initial study, the Draft EIR produced by Earth Metrics under DER management, agency and public comments on the Draft EIR together with DER responses thereto plus testimony at the DER public hearing in Santa Maria on May 24, 1979, at which time I certified the EIR as final.

The final EIR makes findings of regional and project specific significance and suggests mitigation measures and alternatives thereto. It also identifies such unavoidable impacts as cumulative water quality overdraft and water quality degradation which appear susceptible only to regional policy solutions beyond the capability of any single applicant to carry out.

Further, this final EIR better clarifies the potential growth possible in the Orcutt-Santa Maria area. For example, when we take the Orcutt pending, approved, and under construction projects (4,017 units plus) and add them to the City of Santa Maria pending, approved, and under construction projects (3,713 units plus) we get the following:

1)	Current build-out of Projects	7730 Units
2)	Build-out of projects population (Assumes 2.4 occupancy rate with a 4% vacancy rate)	17,810 New Residents

These projects represent a growth rate which far exceeds any growth

scenario developed by anyone studying this area. The EIR includes several pages of the City of Santa Maria final EIR "Annexation 68" which gives an excellent discussion of the City of Santa Maria's housing and population trends. The information is used here because many of the trends and concerns are the same for the Orcutt area (EIR section included at end of DER comment responses). The EIR also talks about low-cost housing and its serious need in the county and the substantial adverse economic impacts in developing "sprawl type housing".

With the requirements of CEQA and the County's environmental guidelines having been met, final discretionary processing of the "Orcutt 13" projects may now proceed.

Respectfully,

Albert F. Reynolds

Albert F. Reynolds
Director

AFR:AM:mas
cc: Applicants
Board of Supervisors
County Counsel

FINAL ENVIRONMENTAL IMPACT REPORT

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"ORCUTT 13"

AND THE INITIAL STUDY

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TTM 12,674, BFM
TTM 12,770, Harp
TTM 12,675, BFM
TTM 12,631/78-RZ-15, Moreland
TTM 12,630, Moreland

Prepared For:
Department of Environmental Resources
County of Santa Barbara

July 16, 1979

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1. INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA) Section 15149, this Environmental Impact Report, 79-EIR-1,hereinafter referred to as the "Orcutt 13" EIR, incorporates by reference 77-EIR-11 (known as the "Orcutt 4") and 78-EIR-9 (known as the "Orcutt 6"). An Initial Study to 79-EIR-1 describes in detail the circumstances of the new projects (as required by Section 15149). This document contains the background information that allows comparison of new environmental issues with those presented in 77-EIR-11 and 78-EIR-9. The Initial Study, 77-EIR-1, 77-EIR-11, and 78-EIR-9 can be obtained at the following places:

- Orcutt Public Library
- Santa Maria Public Library
- Santa Barbara Public Library (Main Branch)
- Department of Environmental Resources, Room 103, 105 East Anapamu Street, Santa Barbara, California 93101. Telephone (805)966-1611, extension 377.

The environmental document 79-EIR-1 is organized in two major divisions. The Summary of Regional Impacts identifies environmental effects that are regional in nature, consequences of cumulative residential development in the Orcutt area. The Summary of Regional Impacts also identifies unavoidable significant adverse impacts (for which decision makers must issue a statement of overriding considerations if the projects are approved, pursuant to Section 15088 of CEQA). Regional mitigation of impacts follows the discussion of cumulative regional impacts of the thirteen Orcutt area projects. This discussion identifies measures to abate adverse impacts through regional application.

Project specific environmental analyses follow the Summary of Regional Impacts. The project (site specific) environmental documentation contains: concise descriptions of existing project site settings; site specific impacts, categorized as not significant, significant, or unavoidable adversely significant

impacts (for which decision makers must issue a statement of overriding considerations if each project is to be approved); as well as site specific mitigation measures. Impacts and mitigation measures are summarized in tables for each of the thirteen Orcutt area projects. Information contained in the Initial Study amplifies and details project site setting and impact discussions in the project specific portion of 79-EIR-1.

The Orcutt 9, a group of nine residential projects proposed for the Santa Maria/Orcutt area, follow immediately behind the Orcutt 13 development time table. These projects are comparable in size and type to the Orcutt 4, 6, and 13 and will probably have similar environmental effects on a regional scale. The Orcutt 9 will be reviewed in Environmental Impact Reports as determined by the Department of Environmental Resources. Currently, residential projects in addition to the Orcutt 9 have been filed with the Santa Barbara County Planning Department.

Table 1 shows the regional impacts of development in the Santa Maria/Orcutt area. These impacts describe the cumulative effects of development and present mitigation measures that can be feasibly applied on a regional basis or applied on a case by case basis uniformly to all development having a mitigating regional effect.

2. SUMMARY OF REGIONAL IMPACTS

2.1 LAND USE AND SOCIOECONOMICS. The Orcutt area is presently subject to rapid growth, with population and housing in the Santa Maria/Orcutt area, being projected to reach 77,330 persons and 28,430 dwelling units, respectively, by the year 2000 (Toups, 1978, p. III-4). Table 2 summarizes general land use and socioeconomic factors related to development of the proposed thirteen Orcutt area projects. The thirteen Orcutt projects are shown in Figure 1, and the regional setting of the Orcutt area is shown in Figure 2. Although the individual projects will not in themselves constitute a large part of projected growth, they will generate a number of cumulative significant effects upon land use and socioeconomics that are classified as adverse and unavoidable.

TABLE 1. DECISION MAKER SUMMARY OF REGIONAL IMPACTS AND MITIGATION MEASURES

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measures
1.1 Visual	Loss of open space to urbanized setting.	Local, Regional	Landscaping
1.2 Water Supply	Groundwater basin in overdraft.	Regional	Build runoff retention basins. Prior to approval of any single project require proof of amount of water recharged for that project.
1.3 Water Quality	Increase concentration of total dissolved solids and nitrates in domestic water.	Regional	None.
1.4 Air Quality	Increased particulate emissions	Local, Regional	Wet down soils prior to redistribution activities.
	Cumulative vehicular emission. (Ozone increases .09 to .10)	Regional	Increase mass transit incentives.
1.5 Socioeconomics	Demand for public services.	Regional	Custer development.
1.6 Traffic	Substantial increases in traffic volumes	Regional	Prepare well designed traffic circula- plans in advance of development.

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Land Use	Conversion of open space to urban use without recreational areas.	Regional, Local	Dedicate parcels to parks or other open spaces.
2.2 Housing	No low cost housing proposed.	Regional	Require developer to provide some low cost lots and/or homes as a condition of approval.

continued

TABLE 1. (continued). DECISION MAKER SUMMARY OF REGIONAL IMPACTS AND MITIGATION MEASURES

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED (continued).

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.3 Sewage Collection and Treatment	Allocation of a major portion of remaining treatment facilities capacity.	Regional	Construction of new facilities (as planned).
2.4 Fire Protection	Increased demand on equipment and staff. Station space limited.	Regional	Acquisition of equipment. Burden of cost to be determined.
2.5 Noise	Additional traffic noise.	Local	Construct noise barriers along designated roadways.
	Aircraft noise	Local	Restrict hours of airport usage. Construct dwellings with adequate soundproofing.
2.6 Economics	Capital cost burden to local government.	Regional	See Alternatives (Regional)

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Energy	Increased consumption of energy during construction and occupancy of dwellings.	Regional, Cumulative	Use local materials. Require structures to meet proposed standards.

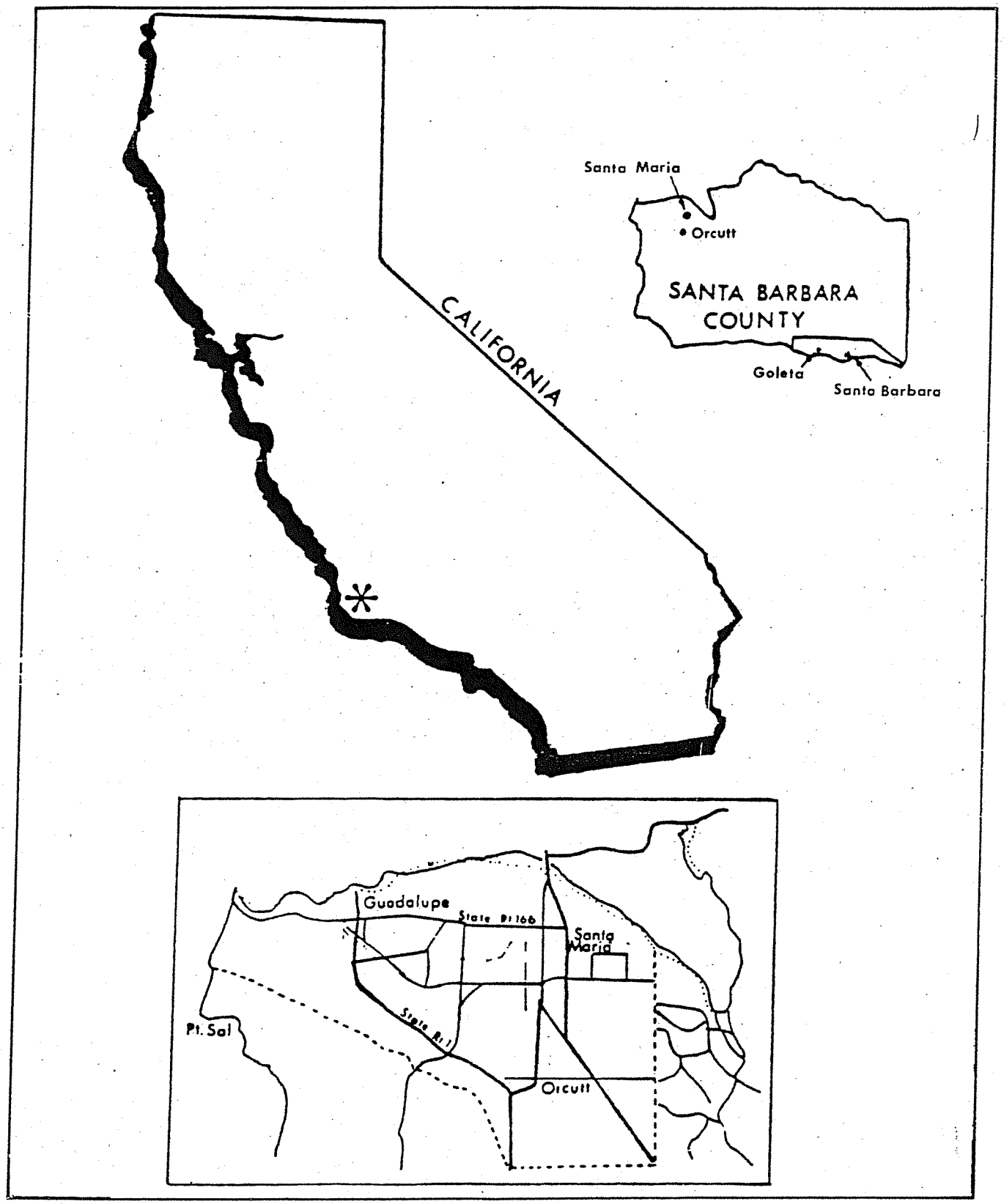
4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

None

TABLE 2. A PARTIAL LIST OF APPROVED AND PROPOSED PROJECTS IN THE ORCUTT AREA

PROJECT	ACRES	DWELLING UNITS	POPULATION	FAIR ESTIMATED MARKET VALUE ($ THOUSANDS)
TTM 12,157[a]	55.5	435	966	NA[b]
TTM 12,364[a]	8.5	36	128	1,980
TTM 12,412[a]	20.6	60	213	3,300
TTM 12,447[a]	9.5	31	128	1,705
Subtotal "Orcutt 4"[a]	94.0	562	1,417	6,985
Tiffany Park[c]	62.0	187	204	11,968
Northpoint Patio Homes[c]	80.0	221	607	9,061
Town and Country Mobile Home Park[c]	36.5	216	432	797
Southpoint III[c]	37.0	36	126	1,890
Southpoint IV[c]	11.2	32	112	1,760
Canterbury Oak[c]	17.5	44	154	3,300
Subtotal "Orcutt 6"[c]	244.2	736	1,635	28,776
TTM 12,176/78-RZ-14, Whitestine	8.3	24	68	1,680
TTM 12,590/78-RZ-21, Baker	53.4	76	217	5,585
TTM 12,630, Moreland	19.1	65	185	8,450
TTM 12,631/78-RZ-15, Moreland	21.4	27	77	3,172
TTM 12,674, BFM	29.0	94	268	7,520
TTM 12,675, BFM	28.0	90	257	7,200
TTM 12,676, BFM	21.0	59	168	4,720
TTM 12,679/78-RZ-19, San Clemente	74.3	177	504	13,500
TTM 12,726, Bugnuda	8.8	31	88	2,635
TTM 12,727, Bugnuda	9.0	32	90	2,720
TTM 12,735/78-RZ-16, Smith	92.7	294[d]	718	28,140
TTM 12,749, Renna	4.6	23[e]	65	1,610[f]
TTM 12,770, Harp	19.9	62	177	4,805
Subtotal "Orcutt 13"	389.4	1,054	2,882	91,737
TOTAL	727.6	2,352	5,934	127,498
Additional Projects Pending*	1,297.8	1,665	4,995	
TOTALS AGAIN	2,025.4	4,017	10,929 to 12,051**	

[a] Source: Toups, 1978
[b] Not available
[c] Source: Earth Metrics Incorporated, 1978
[d] Include 126 townhouse units
[e] Lots only
[f] *Estimated by Earth Metrics Incorporated
** Includes "Orcutt 7"
Use of 3.0 as factor for household size for all projects listed



N

NO SCALE

earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 2. REGIONAL SETTING OF THE ORCUTT/ SANTA MARIA AREA

Source: Toups, 1978, p. II-6

LAND USE. The accumulated acreage that will be removed from open space by these proposed Orcutt projects is 389.42 acres. This land, once developed, will remove a substantial amount of acreage without a forthcoming guarantee of dedicated recreational areas by the applicants (with the exception of two acres dedicated as open space in the TTM 12,679 development).

SOCIOECONOMICS. The existing rural nature of Orcutt is threatened by development patterns that result cumulatively in low density sprawl, and by the concomitant adverse effects upon the valley landscape. Furthermore, the addition of an estimated 2882 dwelling units on 389.42 acres (7.4 persons per acre) will necessitate an increased demand for public services that may outstrip the subsequent rise in property tax revenues required to support infrastructure services.

The increasing value of the land ($91.7 million) may contribute toward speculation of the area's remaining undeveloped open space acreage. Consequently, the ability of fixed income or low and moderate income families to afford housing in the Orcutt area may be diminished unless specific guidelines are adopted to mitigate the probable changes in community structure. If the rate of increase in housing costs accelerated above the present rate, significant impact may result.

The Orcutt 9 and proposed residential projects that follow will add to these socioeconomic changes. It does yet not appear that the rapid rate of growth that has been experienced over the last one to two years is slowing down.

2.2 AIR QUALITY AND NONATTAINMENT STATUS. All of Santa Barbara County has been designated a nonattainment area for oxidant pursuant to the Clean Air Act Amendments of 1977. In the Santa Maria Valley, as elsewhere in the county, on road motor vehicles are currently the chief sources of oxidant precursor chemicals: hydrocarbons and nitrogen oxides. Consequently, anticipated residential development in the Orcutt area will cause cumulative adverse impacts to regional air quality by 1983 and later. By 1983, additional residents will generate 146,000 vehicle miles of travel daily. Construction activity will also add to temporary emissions generation.

Cumulative additional residential development by 1983 will not lead to violations of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO). Projection for generation of carbon monoxide within the airshed for Santa Maria for 1977 were calculated to be 60 tons per day. Projection for 1982 are 46.5 tons of CO per day and projection for CO in 1995 are 30.3 tons per day. The accumulative emissions for the projects listed in Table 2 are 4.7 tons per day. Generation of CO at this rate for full development of the proposed projects is significant. While development of any single project will not significantly slow attainment of the above projections, the rate of development as proposed will. Further, the growth rate used in determining the CO projections did not consider the current development boom.

With mitigation measures subsequently described, control of construction related emission of particulates (TSP) is possible, resulting in less severe impairment of local and regional air quality. Construction in the Orcutt area is not expected to alter the attainment status of the Orcutt area with respect to TSP by 1983 or later. Projected total suspended particulate emissions for the Santa Maria basin were calculated at 2.1 tons per day from the present until 1996. The projected emissions as a result of cumulative growth by 1983 is 3.9 tons per day. The generation of suspended particulates from the unmitigated construction activities projected is very significant. The development of any one project alone will not significantly alter the ambient particulate levels; however, the complete development of all proposed sites will dramatically add to the atmospheric loading of particulate matter. Cumulative residential development will contribute to maximum (hourly average) oxidant concentrations. The Air Quality Maintenance Plan (AQAP) predicts that the existing sources of oxidant precursor chemicals probably will not cause oxidant levels in violation of the NAAQS in 1982.

However, significant impacts may occur because two issues were not considered in the AQAP plan. First, the growth rate figures used by the County is too low, and therefore inaccurate. Secondly, it may take only a small amount of new emission sources to reach the point where the air quality holding capacity (without ozone violation) is consumed. This is especially true if most of the proposed developments are implemented. Since residential developments would cause

concomitant industrial and commercial developments; this related development may prove to be enough to produce a state of non attainment for the Orcutt/ Santa Maria area by 1985.

By 1998 additional residents will generate 440,000 vehicle miles of travel daily. The level of construction activity is expected to subside slightly from that experienced in 1983. Despite the additional travel, CO levels will probably be in attainment because of the expected cleaner motor vehicles mandated by state and federal legislation. Cumulative residential development in 1983 will contribute ten percent of the projected oxidant precursors, thereby yielding a maximum (hourly average) oxidant level of 0.10 ppm in the Santa Maria Valley (the State of California standard for oxidant).

Residential development in the Santa Maria/Orcutt area is expected to induce the growth of other supporting facilities (commercial and service activities) in the Santa Maria Valley. Consideration of all of the growth in the Santa Maria Valley is essential to forecasting regional air pollutant emissions and concentrations. In spite of total growth in the Santa Maria Valley, emission of nitrogen oxides and of hydrocarbons are projected to decrease slightly in 1998 compared with the reference year 1976. Refer to the Initial Study. Also, reduced sulfur dioxide emissions in the Santa Maria Valley, measured from the reference year 1976, should be correlated with reduced sulfate levels in the future. (The maximum 24 hour sulfate level in Santa Maria in 1977 was 16.9 ug/m^3).

Attainment and maintenance of the NAAQS in the Santa Maria Valley may require controls over future development and/or operation of transportation and industry. Control could take the form of regulating the type or amount of industrial growth or implementing best available industrial air pollution control technology. Continued demand responsive van service and other transportation control measures (designed to reduce roadway congestion) would also have a beneficial effect on future air quality.

2.3 WATER SUPPLY AND WATER QUALITY. In the cumulative context, continued overdrafting of groundwater in the Santa Maria Valley must be considered a significant adverse impact. According to the Santa Barbara County Water Agency (1977a, p. S-8), the cumulative overdraft, in the absence of mitigation measures, would amount to approximately 29 percent of the usable storage in the Santa Maria basin by the year 2000. The cumulative impacts will be most apparent in the Orcutt Storage Unit, an arbitrary geographic division of the Santa Maria groundwater basin.

The possible adverse effects of continued long term overdrafting of the Santa Maria basin include the drying up of shallow wells, increased energy consumption to recover water from greater depths, seawater intrusion, soils salt buildup leading to degraded water quality, and land subsidence. A problem peculiar to the Orcutt Storage Unit is the possible inflow of poor quality water resulting from the change in hydraulic gradient caused by the overdraft (Toups, 1978, p. III-40).

The range of possible future water quality degradation in the Orcutt Storage Unit, 800 to 1000 ppm total dissolved solids, is not considered to be an unmanageable problem. The higher value of 1000 ppm total dissolved solids is the upper limit allowable in drinking water, as established by the California State Department of Health. The slight increase in nitrates concentration presently occurring could eventually pose a health hazard, although at the present rate of change no near term threat is envisioned (Toups, 1978, p. III-38).

The estimated water demand of the combined 13 projects is 531 acre feet per year, assuming a 15 percent reduction in demand from the use of water saving devices as required by County Ordinance Number 2948. Of the 531 acre feet, approximately 75 percent or 398 acre feet, would be consumptively used. This amount is equal to 9.0 percent of the current estimated annual overdraft for the Orcutt Storage Unit. This effect should be considered significant until regional water resources development projects are undertaken to reduce the overdraft problem throughout the Santa Maria basin. These water resources projects, as large scale public works projects, cannot be considered to be mitigation measures applicable to private projects under the provisions of the

California Environmental Quality Act (Reynolds, 1978, p. 5). As a result of the Santa Barbara County election of March 6, 1979, California State Water Project water can no longer be considered as an alternative source of supply.

2.4 SEWAGE COLLECTION AND DISPOSAL. The Laguna County Sanitation District plans to service all future Orcutt area developments within the Santa Maria sphere of influence. The present design capacity of the existing treatment plant is 2.4 million gallons per day (mgd). The existing average daily dry weather inflow to the plant is 1.59 mgd. With full buildout of the proposed residential projects evaluated in this report, the inflow rate to the plant is expected to increase by approximately .272 mgd to a level of 1.86 mgd. An application for enlargement of the plant must be made when 75 percent of the capacity (1.8 mgd) is reached (Bugh, 1978). The increase in service and need for plant enlargement, in combination, is considered to be a significant adverse impact. These projects, if approved, will demand one third of the remaining sewage treatment capacity. This threshold is expected to be reached with implementation of the 13 projects as proposed. On December 27, 1978 the Santa Barbara County Public Works Department requested proposals for evaluating and compiling a report on specific needs concerning future growth of the Laguna Sanitation District.

The treated effluent is received by a local rancher for irrigation purposes under a contractual agreement requiring that disposal of the effluent meets Regional Water Quality Control Board standards. The rancher will be expanding the acreage under irrigation to keep pace with the increase of effluent (Bugh, 1978).

Recently the Santa Barbara County Health Services office has expressed concern over the use of septic tank systems in developments outside the Santa Maria sphere of influence (Santa Ynez Valley News, 1978). The primary concern is that residential developments outside the sphere of influence require the planned extension of full municipal services, with the decision remaining either to provide these services or change the zoning or properties outside the sphere of influence to prohibit residential development (Pierce, 1978).

There is no comparable issue with developments inside the sphere of influence boundary,since provisions have already been made to provide sewerage to such areas.

2.5 FIRE PROTECTION. The cumulative impact of growth in the Orcutt area upon the ability of the Santa Barbara County Fire Department and the Orcutt Community Volunteer Fire Department to provide services to the residents of the valley is a significant adverse impact: "The number of tracts proposed and under present development in this area may be expected to increase the emergency incident response load..." (Santa Barbara County Fire Department, 1978). The fire station presently serving the area is located at the Santa Maria airport. Increases in Fire Department calls to the development area could render equipment increasingly unavailable to the airport and surrounding response areas. The backup station (secondary county fire department apparatus) for this area is 15 minutes away (Sisquoc or Los Alamos). The forthcoming population increases would also impact the number of first aid and rescue calls which must be served by a two person rescue squad from the airport.

In the Orcutt 6, the proposed Tiffany Park development dedicated both lands and funds toward construction of a new fire station in the area of Clark Avenue and Bradley Road (Hunt, 1979). The Tiffany Park developer has agreed to provide this lot on a lease back/option to buy agreement. The Fire Department wishes to charge the developer of each new project a fee (in the form of a lot tax) of $400 per residential lot. Los Angeles County has recently adopted this practice (Hunt, 1979).

2.6 AIRPORT PROTECTION ZONE. The Santa Maria Airport is situated near the southwest boundary of the City of Santa Maria, approximately 1.5 miles from the proposed project sites (see Figure 1). The project TTM 12,770 is located in the approach zone of the northwest/southeast oriented runway and projects TTM 12,727, TTM 12,176, and TTM 12,735 are located in the protective zone. However, it should be noted that TTM 12,770 is in the least potentially dangerous portion of the approach zone. This runway accommodates 98 percent of all airport operation. The Approach Zone, based on FAA standards, is 500 feet wide on either side of the runway, gradually widening to 3500 feet at a distance of 10,000 feet from the end of the runway. There is a vertical

height restriction within this zone that prohibits buildings for a distance of 200 feet from the end of the runway and then increases allowable height by 1 foot per 34 feet of ground distance (Gerfen, 1977). The Santa Maria Public Airport District would like to see a clear zone 750 feet on either side of the runway extending from the airport as far as U.S. Highway 101. Project TTM 12,770 would be in conflict with this goal and there would be the potential for adverse safety impacts (Berry, 1979).

The land/air hazard to development and future develpment within the airport protection zone must be recognized. Though development, according to type, may be allowed within this zone, there are safety risks to be considered. The protective zones have been established by the Santa Maria Public Airport District to note areas of increased accident risk. Air travel accidents are uncommon, but do exist and present development policy should be responsive.

Projects with TTM numbers 12,176, 12,727 and 12,735 are located in the Airport Protection Zone proposed by the Santa Maria Public Airport District (SMPAD) as a part of the current revision of the Santa Barbara General Plan. SMPAD recommends that single family detached residential development not be allowed in the Airport Protective Zone. This recommendation follows from the purpose of the Airport Protective Zone to maximize safety for both the adjacent community and airport related activities. The Airport Protective Zone also serves to provide adequate open space to permit emergency landings near the airport.

As the Santa Maria/Orcutt area continues to develop, airport operations can be expected to expand in response to the demand of the community. Consequently, homes constructed now in the Airport Protective Zone will be exposed to increasing noise and potential safety hazard.

2.7 TRAFFIC. The cumulative regional effects of the thirteen Orcutt projects on transportation involve three areas: 1) traffic growth, 2) roadway system ability to accommodate traffic, and 3) physical road additions and other improvements. At the time of complete occupancy of the thirteen Orcutt projects, new residents will generate 9580 one way trips per day, equivalent to 49,500 vehicle miles of travel. Traffic impacts are considered

cumulatively significant. Additional trips will necessitate alterations of the existing roadway system in the form of left turn pockets, two way left turn lanes, and traffic signals. In particular, the extension of Miller Street would improve traffic flow on Broadway which is projected to accommodate 70 percent of additional trips.

Physical road additions and concomitant development will have many irreversible effects on the Orcutt area. The thirteen Orcutt projects will create an addition of 9.35 linear miles of residential streets, which is equivalent to 70 acres of pavement. As planned, new residential streets will establish and proliferate a pattern of low density urban sprawl with all of its consequences, which include the following:

a) loss of resources in an extensive street and utilities network.

b) loss of open space potential.

c) lack of visual and noise buffers.

3. REGIONAL MITIGATION OF IMPACTS

3.1 REGIONAL MITIGATION OF LAND USE AND SOCIOECONOMIC IMPACTS

1. The County of Santa Barbara should develop a Growth Management Program for the Santa Maria/Orcutt area that will provide a guideline growth rate for housing based upon economic trends in the area, to prevent overbuilding and provide adequate delivery of public services. A monitoring process should be included to adjust the rate of building permit approvals when economic conditions change.

2. As part of the Growth Management Program, specific criteria regarding preservation of open space as well as development with high density, clustered residential designs should be made an essential part of the program. Review of the Santa Cruz County Growth Management Plan would be useful.

3. Rezone available residential acreage as DR-4 or DR-8 to permit more intensive use of land reserved for development in the Growth Management Program.

4. Implement the Quimby Act in order to promote the County Park System.

5. Develop all projects at a lower density.

6. Implement the land use policies of the approved Air Quality Maintenance Plan.

3.2 REGIONAL AIR QUALITY MITIGATION

4. Perform additional research of the dispersal/emission characteristics of the Santa Maria Valley to determine the oxidant precursor chemicals and sulfur dioxide emissions tolerance of the airshed. The lead agencies should be the Santa Barbara County APCD and the AQAP.

5. Santa Barbara County APCD and Santa Barbara County Cities Planning Council should implement the control strategies developed by air quality planners for the South Central Coast air basin NAAQS attainment plan.

6. Wet down areas of soil redistribution during construction. This could take the form of an APCD monitored and enforced condition of grading and building permits.

7. Provide construction with locally available materials and labor to minimize emissions related to transportation. This could take the form of locally implemented policy, or an APCD enforced regulation. A building permit could include a transportation fee, based upon employer records of employee residences and proposed suppliers of materials specified in the permit application.

8. APCD implementation of a low hydrocarbon content architectural coatings regulation will minimize hydrocarbon emissions from this source. Model regulations are available from the California Air Resources Board.

3.3 REGIONAL WATER SUPPLY AND QUALITY MITIGATION

9. Implement regional water resources development projects including:

   a) Importation of fresh water to the region (State Water Project water is no longer available).

   b) Construction of spreading grounds along the local rivers.

   c) Construction of a reservoir at the Round Corral site on the Sisquoc River.

   d) Implementation of a weather modification program to increase rainfall. A successful experimental trial has been performed and the program is awaiting the outcome of legal issues (Ahlroth, 1978).

   e) Construction of on or off site retention basins or injection wells for stormwater runoff.

3.4 REGIONAL SOLID WASTE COLLECTION AND DISPOSAL MITIGATION MEASURES

10. Establish a recycling center in the Orcutt area to minimize the amount of solid waste.

11. Establish a program for composting of food and garden wastes by homeowners in the Orcutt area.

3.5 REGIONAL FIRE PROTECTION MITIGATION MEASURES

12. The County of Santa Barbara should establish an equitable policy

through which project proponents in the Orcutt area would contribute to the cost of additional fire equipment and personnel. This approach would lessen the overall financial impact of future development in Orcutt upon existing residents. Consideration of a lot tax on all newly developed lots is recommended.

13. Require display of model homes to be landscaped with fire retardent vegetation and encourage landscaping of new homes with fire retardant vegetation to minimize fire risk, particularly near structures.

14. Use fire retardant materials in building construction.

3.6 REGIONAL AIRPORT PROTECTION ZONE MITIGATION

15. Santa Barbara County should restrict land uses in the proposed Santa Maria Airport Protection Zone to the following after the proposed zone is approved:

a) Areas for community gardens, recycling centers, composting areas and similar uses.

b) Garden apartment and townhouse complexes using the Airport Safety Zone as open space and flood control retention areas. Acoustical treatment would be necessary.

c) Only permit commercial uses to face on the safety area open space.

d) Industrial use maintaining the safety area as open space.

e) Garden cluster office and light manufacturing, research center type development - facing safety zone open space.

f) Apartment houses in which adequate protection against exterior noise has been included in design and construction, together with a central air conditioning system, maintaining safety area open space.

g) Cemetery.

h) Recreation (golf course, riding stable, bike trails, park, etc).

i) Oil production.

j) Agricultural.

k) Open space/flood control.

3.7 REGIONAL TRAFFIC MITIGATION MEASURES

16. Construct the Miller Street extension by 1982. This, however, is a growth inducing action which should be potentially significant.

17. Have the Santa Barbara County Department of Transportation prepare a master circulation plan for the entire Orcutt/Santa Maria area now which can be used by both the County and City of Santa Maria.

The following mitigation measures would reduce trip generation and regional vehicle miles of travel in the Santa Maria/Orcutt area:

18. Encourage formation of car pools between Santa Maria and Orcutt.

19. Consider the establishment of a Santa Maria/Orcutt van shuttle system along State Highway 135 as demand increases from Santa Maria/Orcutt commuters and shoppers.

20. Develop a mass transit system for the Orcutt/Santa Maria area.

In addition, road construction and coverage of open space could be reduced through clustered residential development design. Coverage of land with streets, curbs, gutters, and sidewalks would be reduced by approximately 20 percent for clustered developments over conventional developments.

3.8 REGIONAL NOISE MITIGATION MEASURES

21. New residential developments near well traveled roadways in the Orcutt area should be designed to mitigate the increases in roadway noise. Mitigation measures such as noise walls or berms, speed controls, avoidance of chip seal surfacing, increased setback of residences from major roadways or soundproofing of buildings generally provide the most effective mitigation tactics. The implementation of the tactics should be through the adopted country noise element of the General Plan.

22. No new residential development should be allowed in the proposed Airport Protective Zone. Acceptable uses within the Zone should be limited to industrial, commercial, or recreational. Prospective residents of homes which are located near the Airport Protective Zone or any aircraft flight patterns should be notified of noise conditions and of the potential for loud aircraft noise, even if infrequent. Local realtors should be instructed by the county to notify potential homebuyers to this possibility for noise impact.

3.9 REGIONAL ENERGY MITIGATION MEASURES

23. Require or encourage as appropriate energy saving measures and strategies,including the following:

a) Insulate corners and the areas around windows early in the construction process.

b) Install double glazed windows for insulation purposes.

c) Lengthen eaves for better shading over windows and walls (this shades summer sun but admits winter sunlight).

d) Use plastic, rather than standard tar paper, under the exterior, to wrap around the wood structure. This serves as a positive barrier against outside air infiltration.

e) Use electric ignition on gas fired appliances.

f) Encourage the use of car pools or van pools.

g) Provide a recycling center or information regarding nearby recycling centers.

h) Provide energy saving tips in the form of available booklets by Pacific Gas and Electric Company to new residents.

i) Favor developments with progressive use of available energy conservation technology (e.g., solar heating). Enforce new county ordinance which requires solar conversion stub-outs for water heaters in new developments.

3.10 REGIONAL BIOLOGY AND AESTHETIC IMPACT MITIGATION MEASURES

24. Maintain open space areas in cohesive units since fragmented natural habitat interspersed with development is of lower habitat value. (Clustered developments maximize natural open space.)

25. Encourage recreational uses of surrounding open space the are compatible with the maintenance of natural habitat values (e.g., hiking, nature study, photography, low density camping and picnicking).

26. Encourage new developments to fill in open space that is interspersed in urban areas, rather than cause further fragmentation of outlying open space.

27. Use drought resistant, native plants for landscaping purposes, rather than exotic ornamentals since native plants tend to be of higher habitat value and require less fertilizer, pesticides, and irriga-

tion. Require that model homes be landscaped in this manner so that potential home buyers will be encouraged to utilize conservation oriented landscaping.

3.11 REGIONAL COMMUNITY SERVICES MITIGATION MEASURES

28. Reduce overcrowding at Ernest Righetti High School by any of the of the following measures:

a) Provide for a staggered schedule of classes.

b) Hold classes throughout the entire year.

c) Construct additional facilities or use portable classrooms.

4. COSTS OF SPRAWL

The urbanization of the Santa Maria Valley and in particular, the unincorportated community of Orcutt will cause significant unavoidable adverse impacts if piecemeal development occurs without proper consideration of the economic and environmental costs of growth. A variety of alternative development concepts exist that can minimize the use of valuable resources and still accommodate growth. Framing a set of policies, through which planned development at a preferred density is eventually achieved, can accrue savings related to environmental costs, economic costs, and energy consumption. Planned residential development, (PRD), which includes cluster approaches, are land management measures that maximize use of open space, energy and other resources, and control the timing of development. A planned unit development (PUD) permits mixes of land uses, while a PRD permits only residential development.

The potential for such savings has been well documented in the federal publication "Costs of Sprawl" (1974) and in the State of California document "An Urban Strategy" 1978 generally include:

a) A reduction in the total capital cost burden to local government by as much as one third, because a larger proportion of land, roads, and utilities, and facilities for open space will probably be provided by the developer. With the new taxing structure after Proposition 13, the costs to local government are substantially greater.*

b) A reduction of 20 to 30 percent in air pollution over conventional subdivisions.

c) Preservation of significant wildlife habitat and natural vegetation in a contiguous unit.

d) Improved site design to minimize noise impacts.

e) Careful land use design that minimizes the amount of soil disturbance and paved surfaces, thus reducing the volume of stormwater runoff and related water quality problems.

An influential determinant of the per capita cost of areawide development is density. In most cases, economic and environmental costs, as well as resource consumption, will probably be significantly less per capita at higher planned densities, especially related to housing and providing of services. However, density, community size, and rate of development must be planned carefully so that small, rapidly growing areas, such as Orcutt, can afford the capital costs associated with expanding and maintaining infrastructure services, and can provide new residents with employment, social, and recreational opportunity. A discussion of the savings incurred by planned development is illustrated in the example of clustered development in the Initial Study.

*This statement added by DER; it is not part of either referenced document.

CLUSTERED RESIDENTIAL DEVELOPMENT. An even dispersal of dwelling units on individual land parcels characterizes conventional single family residential development. Clustered single family residential development typically creates a higher housing density than does conventional single family residential development; however, the advantages of clustered residential development accrue through reallocation of land use priorities. Grouping single family or other types of homes, such as townhouses and condominiums, reduces the relative acreage required for streets and residential building land parcels and increases the relative acreage dedicated to open space and recreational land uses. The total effect of clustered residential development as compared to conventional development is to conserve resources and preserve open space.

As an example, a residential community of 1000 conventional single family homes can be compared with a similar community of 1000 clustered single family homes. If both the conventional and clustered styles of homes each contained equal floor areas of 1600 square feet, the conventional home community would require 500 acres of land while the clustered home community would need only 400 acres. In the conventional style community, 330 acres would be dedicated to homes (0.33 acre per dwelling unit), 75 acres to streets and sidewalks, and 45 acres to open space and recreational land uses. In the clustered home style community, 200 acres would be required for homes (0.2 acre per dwelling unit), 60 acres for streets and sidewalks, and 90 acres for open space, wildlife habitat, and recreational land uses. Clustered development also allows the saved open space to be contiguous, which is of great importance to wildlife habitat, whereas conventional home development isolates open space into fragments that do not have comparable habitat value. In either style of development, 50 acres would be required for schools, churches, and other community land uses.

The conservation of resources by a clustered home community over that of a conventional home community is shown in the 26 percent savings in land acreage used for streets and sidewalks, and in the 26 percent energy savings in construction of transportation and utilities lines such as streets, sidewalks, gutters, water lines, gas lines, sewage lines, telephone lines, and electrical cable lines.

Because it is recommended that all proposed residential dwellings not only meet but exceed the state energy conservation standard, clustered residential units can achieve energy standards through use of solar water heating or space heating more efficiently than the type of development proposed. Savings in construction energy consumption would also be significant if a large percentage of new residential development were in the form of single family units or clustered townhouses. The energy and resources necessary for residential developments are even more significantly reduced when the floor space of the homes can be reduced, which can be effected in clustered development. Table 13 in the Energy Section of the Initial Study compares the energy costs of conventional and clustered single family residential homes in Orcutt. In the table, it is assumed that the clustered housing units have an average 1600 square feet floor area while the conventional units have an average of 2100 square feet.

5. UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

5.1 Land Use and Density. It is estimated that the vacancy rate has increased from 4% to 6% since 1975. A vacancy rate of 2% is an acceptable rate for owner occupied single family housing, and a 6% rate is appropriate for rental housing (77-EIR-1, page 29). This data was derived from estimates of existing and approved residential units for the Santa Maria Planning Area through August 1978. The ESA report disclosed a rapid acceleration in City housing stock: "There has been a 12% increase in housing (City) stock since the 1975 special census total of 12,266 units". August, 1978 housing stock calculated for the planning area was 22,427 units (77-EIR-1, page 27). Building permit and approved unit counts were used to determine housing rates.

The cumulative effect of the thirteen projects is expected to create a series of unavoidable adverse effects:

1. The nature, appearance, and overall ambience of the existing open space will be altered through urbanization.

2. Cumulative development will place additional demands on over taxed resources such as energy and water.

3. An increase in regional traffic and an associated decrease in the rate at which air quality is improved can be expected.

4. The secondary impacts of emissions resulting from increased power generation will add to the degradation of regional air quality.

5. Compliance with Federal Ozone Standards by 1982, as a goal set forth by the county, is less likely to be achieved. The projected growth will keep area ozone levels close to the California state standard of 0.10 ppm, as opposed to the 0.12 ppm federal standard.

6. A long term increase in ambient noise levels associated with increased human activity will occur.

These adverse effects, although unavoidable, can be partially mitigated by altering the land use configurations from traditional single family detached units, as proposed, to an assortment of Planned Unit Developments (PUD), as discussed above.

5.2 WATER SUPPLY AND USAGE. The influx of approximately 2900 new residents to the Orcutt area will directly affect the existing water supply.

In absence of implementation of regional mitigation measures (measures at a scale greater than a single project applicant would be able to effect), proposed development in the Orcutt area will generate significant unavoidable cumulative impact on the adequacy of water supply. The impacts of each individual project are particularly significant when considered in context with other projects proposed for the Orcutt area. Further increases in overdraft resulting from agricultural, municipal, and industrial growth in the basin in the long term must be offset by increased groundwater recharge.

5.3 SOLOMON AND ORCUTT CREEK RUNOFF. The accumulation of residential development along the Solomon Creek drainage contributes to increasing peak flows downstream in a cumulative way. This peak flow increase can be destructive and may eventually cause significant adverse impacts. Some damage to downstream properties has already occurred. The damage has in part been blamed by property owners on increased runoff caused by new residential developments.

6. BENEFICIAL IMPACTS. The local economy will experience a moderate increase in employment, sales, services, and revenue as a result of residential development in the area. If other uses, such as agriculture, are developed in lieu of housing, other environmental impact types are introduced. For instance, with agricultural uses, impacts from fertilizer applications, particulate matter from plowing and harrowing, and increased water use would occur. With residential development these impacts are not as severe on a per acre basis.

7. FEASIBLE REGIONAL ALTERNATIVES.

7.1 NO PROJECTS. This alternative would solve the immediate problem of what should be developed and how for Orcutt and it would avoid all of the adverse environmental impacts; however, this alternative does not solve the problem of apparent development demand pressures that the developers now perceive.

7.2 PHASED DEVELOPMENT. Approve an ordinance which will allow the acceptance of new development applications when 65% of the "approved" development projects for the Orcutt/Santa Maria area are actually under construction.

7.3 LOW COST INCLUSION. Require each developer to provide some low cost lots and/or homes as a condition of approval. There is a serious need for low cost housing and the "Orcutt 13" projects provide extremely little housing mix. (Almost all single family dwellings-most moderate income).

7.4 DEVELOPMENT DENSITY INCENTIVE. Implement an incentive program which offers high density cluster development (detached and common wall) to owners of land zoned single-family residential.

7.5 LOWER DENSITY. Develop all projects at a lower density.

1. SUMMARY OF IMPACTS

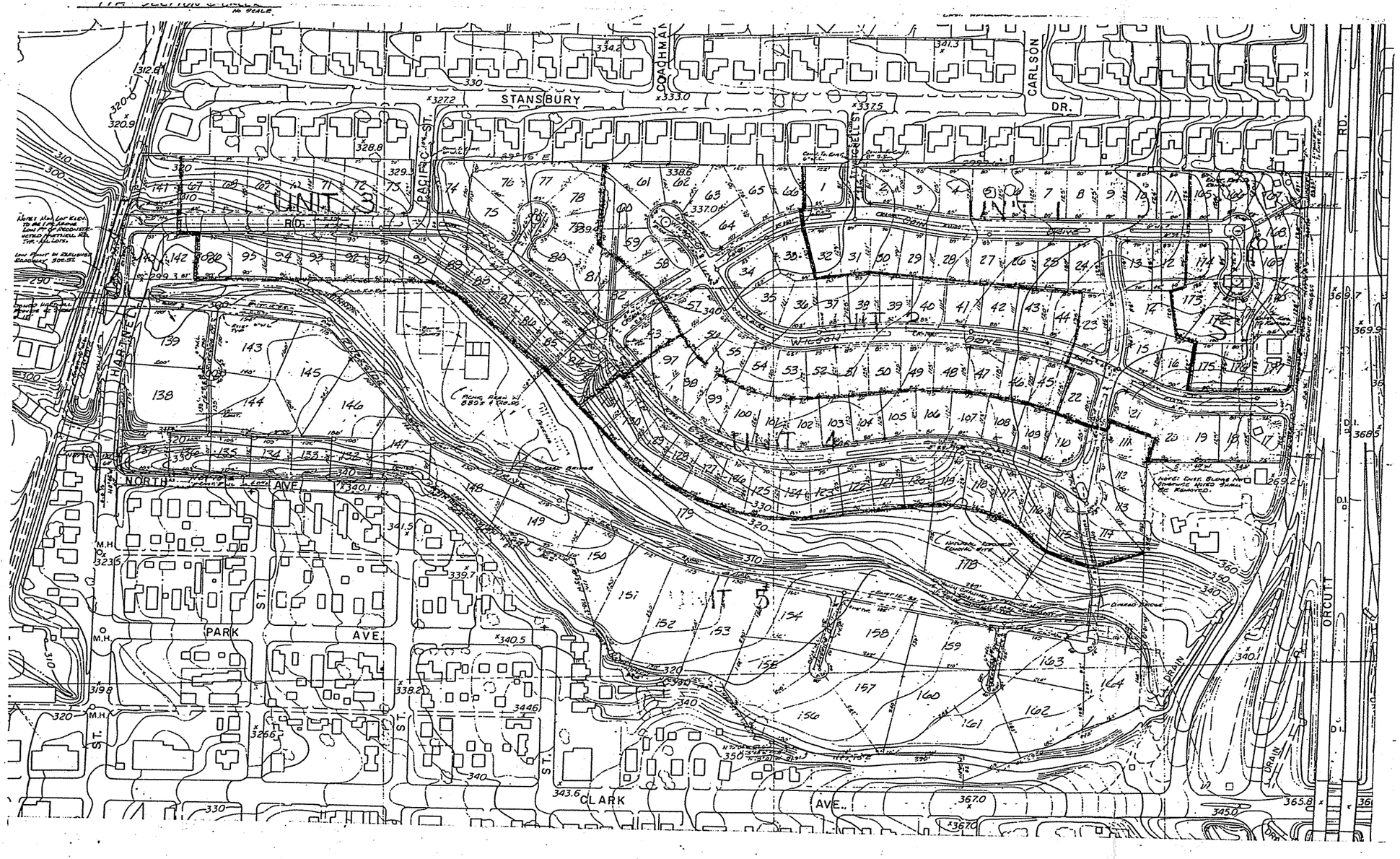
1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,679, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 3. The proposed project is the rezoning of the site from 10-R-1 to 10-R-1PR (78-RZ-19) and the subdivision of 74.25 acres into 177 single family residential units. The developer also proposes a recreation area for use by the residents of the subdivision, which will include tennis courts, picnic area, and parking. Lot 178 is set aside as an oil drilling site. Orcutt Creek runs through the site. There are several homes on site along the frontage road; two of these will remain and become lots. The remaining structures will be removed.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The fair market value of the site after development is completed is estimated to be $13.5 million (Krasis, 1978). The proposed project will house an estimated 504 persons.

LAND USE AND PLANNING. The proposed residential and recreational uses of the site are consistent with the zoning designation of 10-R-1; however, oil drilling is not permitted under this designation and no conditional use permit has been applied for (Noordzig, 1979).

The site is located north of downtown Orcutt. Land to the north of the site is developed as single family residential units. Bordering the site on the south are single family homes as well. Some commercial buildings are located further south. To the east is the Clark Avenue/Orcutt Road interchange. West of the site is a mobile home park and some vacant land.

The project site is bounded by a frontage road along Orcutt Road to the east and Broadway to the west. Access to the site will be provided by extensions of both Twitchell and Pacific Streets, which are to the north of the site.



earth metrics
1000 elwell court
palo alto, ca. 94303

SCALE
1" = 285'

FIGURE 3. TENTATIVE TRACT MAP FOR TTM 12,679/78-RZ-19, SAN CLEMENTE

VISUAL. Figure 4, Plates 1 and 2 depict the project site. Figure 5 indicates the vantage points from which these photographs were taken. The project site consists of 74.25 acres of undeveloped grassland, sparsely intermingled with low shrubbery (Plate 1). Mature eucalyptus trees occur on the north/central portion of the site and on the western portion, along the southern boundary (Plate 2) Orcutt Creek, a small, intermittant drainage, winds from east to west through the site, but does not support significant vegetation (Plate 2). Several homes (about 3) are present on the site along Foxenwood Lane (Plate 1).

The project site, which is largely below the grade of Clark Avenue and Foxenwood Lane, is highly visible from these roadways but is not very apparent from Orcutt Road. The site is partially visible from adjacent residences. Views from the site of the surrounding area are not significant.

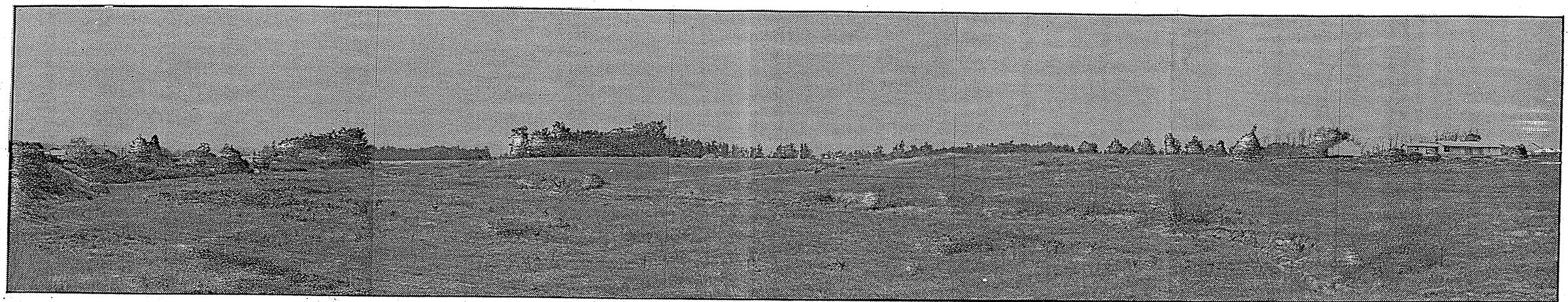
1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 3 summarizes impacts and mitigation measures for the TTM 12,679/78-RZ-19 residential development.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 AIR QUALITY. Construction will result in a temporary source of particulates and nitrogen oxides. Automobile activity after project completion (about 8100 vehicle miles per day) will incrementally add to the air pollution load of the Santa Maria Valley. This project will not significantly delay attainment of the National Ambient Air Quality Standards. Cumulative regional impacts are discussed in the Summary of Regional Impacts.

2.2 CONSTRUCTION NOISE. Construction will temporarily increase noise levels near the site above existing ambient noise levels.

2.3 DRAINAGE. Runoff will increase in the project area as a result of the increase in impervious surfaces. Although Solomon Creek (also referred



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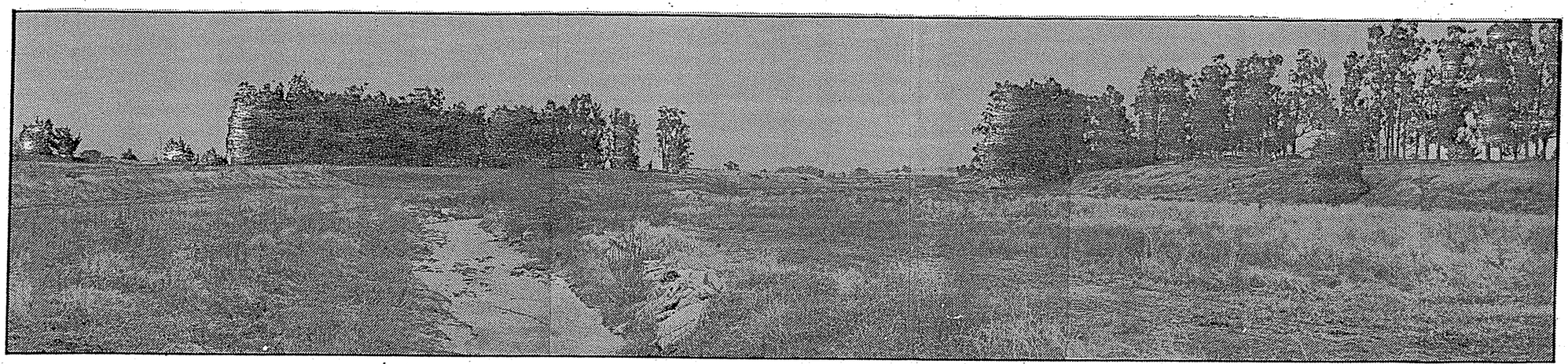

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earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 4. VISUAL SETTING OF THE PROPOSED TTM 12,679/78-RZ-19, SAN CLEMENTE.

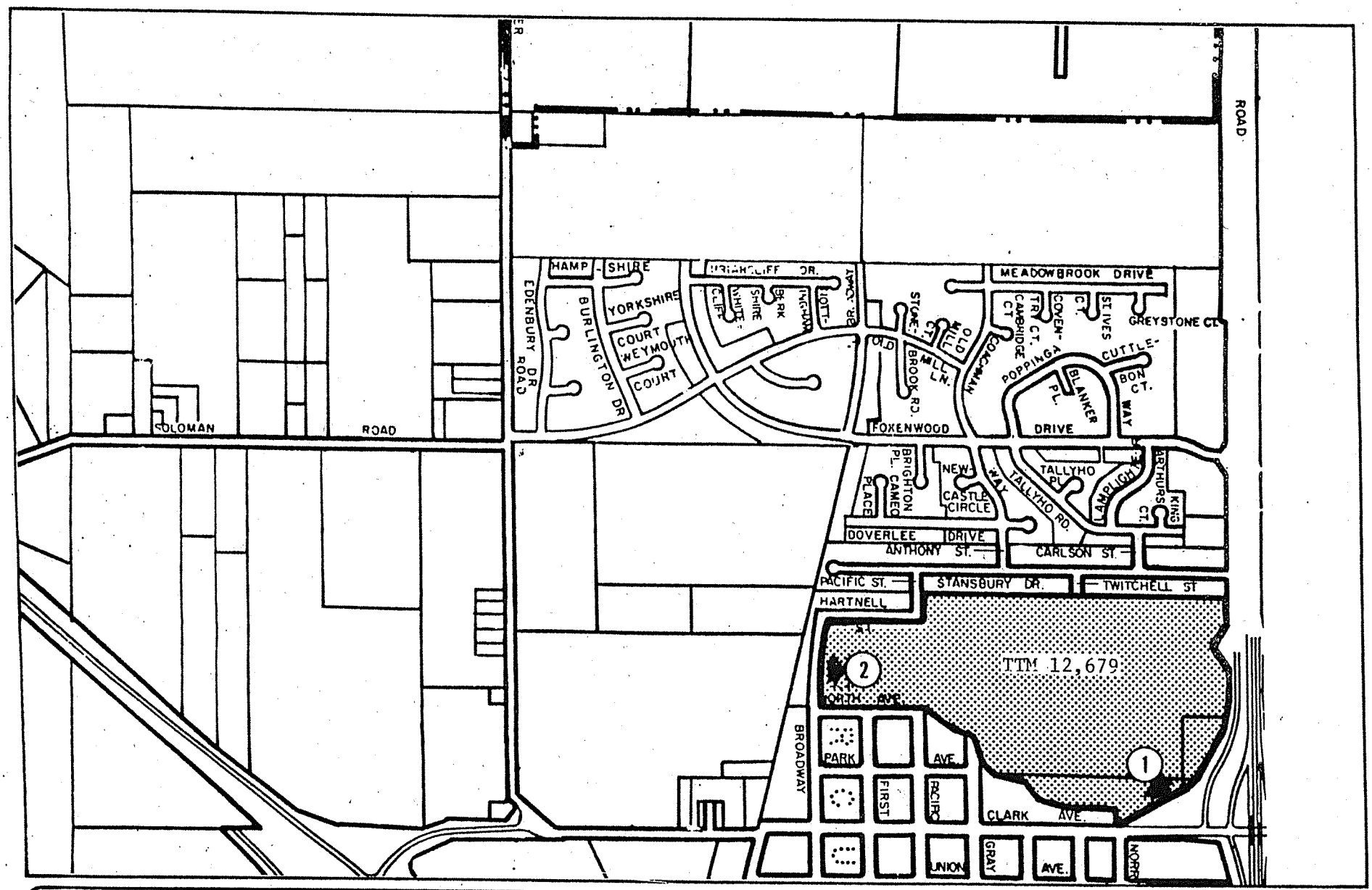

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FIGURE 5. VISUAL PERSPECTIVE LOCATION FOR TTM 12,679/78-RZ-19, SAN CLEMENTE VISUAL SETTING

TABLE 3. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,679/78-RZ-19, SAN CLEMENTE

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Air Quality	Localized intermittent oil well emissions.	Local, Site	See Land Use Mitigations below.
1.2 Land Use	Conflict with oil wells, loss of open space.	Local, Regional, Cumulative	Use proper engineering design to eliminate odor and minimize emissions; landscape; allow public use of recreation area.
1.3 Visual	Replacement of views of rural open space with views of residential subdivision from the Clark Avenue and Foxenwood Lane.	Local, Regional	Landscape along Clark Avenue and Foxenwood Lane and landscape homes. Preserve mature eucalyptus.
1.4 Hydrology	Water demand of 97 acre feet per year.	Regional, Cumulative	Refer to regionally applicable mitigation measures; require retention basins or injection wells for stormwater runoff.

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Noise	Existing and projected noise from Orcutt Road and Clark Avenue.	Local, Site, Cumulative	Require a noise wall and noise insulation as specified in the report.
2.2 Traffic	Additional traffic on Hartnell Road.	Local	Link Hartnell to Riverside to eliminate cul de sac

continued

TABLE 3 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,679/78-RZ-19, SAN CLEMENTE

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction.	Site, Local	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions.	Local, Regional, Cumulative	Refer to Regional Plans and Policies.
3.2 Noise	Construction noise.	Site, Local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.
3.3 Biology	Removal of natural vegetation and reduction of wildlife habitat.	Site, Local	Landscape homes with the native plants. Preserve or replace and enhance native vegetation along Orcutt Creek.
3.4 Traffic	Additional paved surface.	Local	Refer to regionally applicable measures.

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level.		

to as Orcutt Creek) transects the project site, drainage plans are to convey stormwater runoff to injection wells for groundwater recharge although other options such as spreading basins haven't been ruled out. The injection wells will be located either on site, at presently undetermined locations, or at land to be purchased downstream.

The flat area surrounding the main channel would be used as a recreation area, as shown on the site plan map. Specific facilities planned for this floodplain area include tennis courts, a picnic area, and parking lot. All homes will be constructed at least one foot above the level of a 100 year flood, as calculated by the U.S. Army Corps of Engineers.

2.4 BIOLOGY. Development of 179 single family homes (with a minimum lot size of 10,000 square feet) on the 74.25 acre project site will result in the removal of most of the natural vegetation (largely introduced grasses, herbs, and coyote brush) on the site. Correspondingly, the habitat value will be greatly reduced as will numbers of the common types of wildlife utilizing the area. No unique, rare, or endangered plants or animals would be affected. The Orcutt Creek will be maintained, though surrounding development will limit its use by terrestrial fauna.

2.5 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 SIGNIFICANT IMPACTS SUBJECT TO MITIGATION

AIR QUALITY. The proposed oil well site on lot number 178 when placed in service could produce unacceptable levels of sulfur oxides and hydrogen sulfide

downwind of the facility. The recovery site is immediately adjacent to six home sites and the proposed common area. Potential health and odor effects of petroleum removal may render this adjacent area unsuitable for residential land and recreational activities.

TRAFFIC NOISE. Unit six homes and lots 17, 18, and 19 of Unit One will experience outdoor noise levels above 60 dBA (L_{dn}), the Santa Barbara maximum recommended outdoor noise level (Damron, 1978).

Increases in traffic volume along the Orcutt Expressway and Orcutt Road east of the project site will be accompanied by increases in noise levels emanating from these roadways. By approximately 1981, the portion of the project site within 325 feet of Orcutt Road will have traffic noise levels above 60 dBA (L_{dn}). A projected increase in traffic volume on Clark Avenue will cause ambient noise levels in lots 156, 157, 160, 161, and 162 at Unit Five to be above 60 dBA (L_{dn}) by 1981, unless noise mitigation measures are implemented.

LAND USE. Oil drilling equipment, if placed on lot 178 in the future, would be incompatible with the residential and recreational uses of the site. Oil drilling equipment will be potentially unsightly to residents of the area and passersby. Odor and noise problems may result from the oil drilling and maintenance operations as well.

VISUAL. The proposed project will be highly visible from Clark Avenue and Foxenwood Lane, in the vicinity of the intersection of these roadways. Views from these roadways to the open grassland of the project site will be replaced by views of single family residential development. This significant loss of open space cannot be mitigated, though views of the development can be blocked. The removal of eucalyptus trees in the north/central portion of the site would reduce visual relief of the site unless appropriate landscaping of homes is provided. The proposed preservation of Orcutt Creek could provide a pleasing view corridor into the development from Foxenwood Lane, if properly landscaped. Existing residences along the northern boundary of the site may also experience a decrease in the feeling in "openness" in viewing the site. Views from the site should not be significantly affected.

TRAFFIC. A significant impact will be additional traffic from the project on Hartnell Road, a residential street. A large number of vehicles will use the frontage road west of the Orcutt Expressway. In the peak morning hour of traffic, the majority of project vehicles will gain access to the Orcutt Expressway via the frontage road and Clark Avenue; however, some vehicles may travel north on the frontage road and enter the expressway at Foster Road.

Project traffic intensity is summarized to be:

a) ADT of 1700 vehicles will generate 8160 VMT upon project completion and full occupancy.

b) The project will create 22.9 one way trips per acre.

c) During the peak hours of traffic the project will add 170 vehicles on the Orcutt Expressway. Project vehicles will make 100 left turns onto the Orcutt Expressway from Clark Avenue during the peak morning hour of traffic. Project vehicles will make 80 left turns from Hartnell Road onto Clark Avenue during the peak morning hour of traffic.

d) New residential streets and driveways will add 9350 linear feet of roadway and 9.4 acres of paved surface.

Cumulative regional traffic impacts are discussed in the Summary of Regional Impacts.

3.2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 97 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

OPEN SPACE. Approximately 74 acres of open space will be lost to the proposed project. Loss of this large, open parcel which includes an intermittent stream and is found at a highly visible roadway intersection is significant to Orcutt and the loss cannot be mitigated.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 AIR QUALITY

1. Wet down area of soil redistribution to minimize fugitive particulate emissions.

2. Use architectural coatings (e.g., paints) with low hydrocarbon content and emissions.

3. Favor construction with locally available materials and manpower to minimize emissions from transportation.

4.2 NOISE

4. Limit construction to the hours of 8:00 a.m. through 6:00 p.m.

5. Construct a masonry wall six feet in height above the level of the Orcutt Expressway, along the eastern boundary of the project which extends from the northeast corner of lot 167 to the southeast corner of lot 17.

6. Require thorough caulking and weatherstripping around all windows, doors, and roof/wall interfaces at homes constructed in lots adjacent to Orcutt Road. If any of the homes are two stories in height, noise insulation at the second story walls and windows (double glazing) facing Orcutt Road must be required.

7. Noise measurements should be obtained, after final grading, on lots adjacent to Clark Avenue to determine if noise mitigation procedures will be required in order to reach acceptable ambient noise levels.

4.3 HYDROLOGY

8. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.4 TRAFFIC AND CIRCULATION

9. Construct Riverside in a loop connecting with Hartnell Road to eliminate this long cul de sac. This should reduce the impact to Broadway and improve emergency vehicle ingress and egress.

10. Place a 15 MPH sign near the sharp bend in Hartnell Road.

4.5 BIOLOGY

11. Use drought resistant native plants for project landscaping rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

12. Preserve or replace, and enhance native vegetation along Orcutt Creek since native plants, especially riparian vegetation such as willows, provide erosion control, and valuable food and cover for wildlife.

4.6 VISUAL

13. Plant trees and shrubbery along the portions of Clark Avenue and Foxenwood Lane which overlook the project site to screen the development. If a noise wall is established, landscape between the noise wall and Orcutt Road.

14. Preserve mature eucalyptus trees where possible, since these trees provide visual relief and a separation from adjacent developments.

15. Use individualized landscaping of single family homes in order to provide visual relief from extensive use of manmade materials.

16. Maintain the open space along Orcutt Creek.

17. Provide a mix of compatible architectural styles for the proposed homes, as compared to adjacent subdivisions to prevent extensive appearance of similar housing tracts.

4.7 LAND USE

18. Require as a condition of drilling permits that machinery be enclosed and effectively screened with landscaping to reduce visual impacts. Also, require proper engineering designs that eliminate noise and odor, above ambient levels, outside the drilling site boundaries. If hydrogen sulfide and sulfur dioxide are found in producing a well, require air monitoring.

19. Require that oil drilling sites be left as natural open space until oil drilling operations commence.

20. Allow public use of the recreation area to compensate for loss of open space. If the recreational area is used only by residents of the development, the parking lot is unnecessary.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential development of the type proposed.

1. SUMMARY OF IMPACTS

1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,727, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 6. The proposed project is the subdivision of 9.04 acres of vacant land in 32 single family residential lots. The minimum size of the lots will be 10,000 square feet.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance are medical (hospital) and school services. The average selling price of each unit is estimated to be $70,000 to $100,000 (Bethel, 1979). The proposed project will house an estimated 90 persons.

LAND USE AND ZONING. The present zoning of the project site is 10-R-L. Properties adjacent to the site on the north, east, and south are developed as single family residences. The proposed townhouse units of TTM 12,735 are located to the west across Orcutt Road. The site lies in the proposed protection zone of the Santa Maria Airport. The zone at this location is a quilt work of developed and vacant land. Any more single family residential development could make the zone meaningless at this location.

The site is bordered on the south by Hobbs Lane and on the west by a frontage road running parallel to Orcutt Road. Access to the site will be provided from Hobbs Lane.

VISUAL. Figure 7, Plates 1 and 2 display the project site. Figure 8 indicated the vantage points from which these photographs were taken. The project site consists of disturbed grassland vegetation interspersed with some lupine shrubs and with a few eucalyptus trees. The hillside and upper level portion of the site overlook Orcutt Road, Hobbs Lane, and surrounding residential development. The site is readily visible from Orcutt Road, Hobbs Lane, the frontage road, homes along Hobbs Lane and across Orcutt Road. Views from the site include those of the tract homes in the foreground to the south and west and those of the undeveloped Casmalia Hills in the distance.

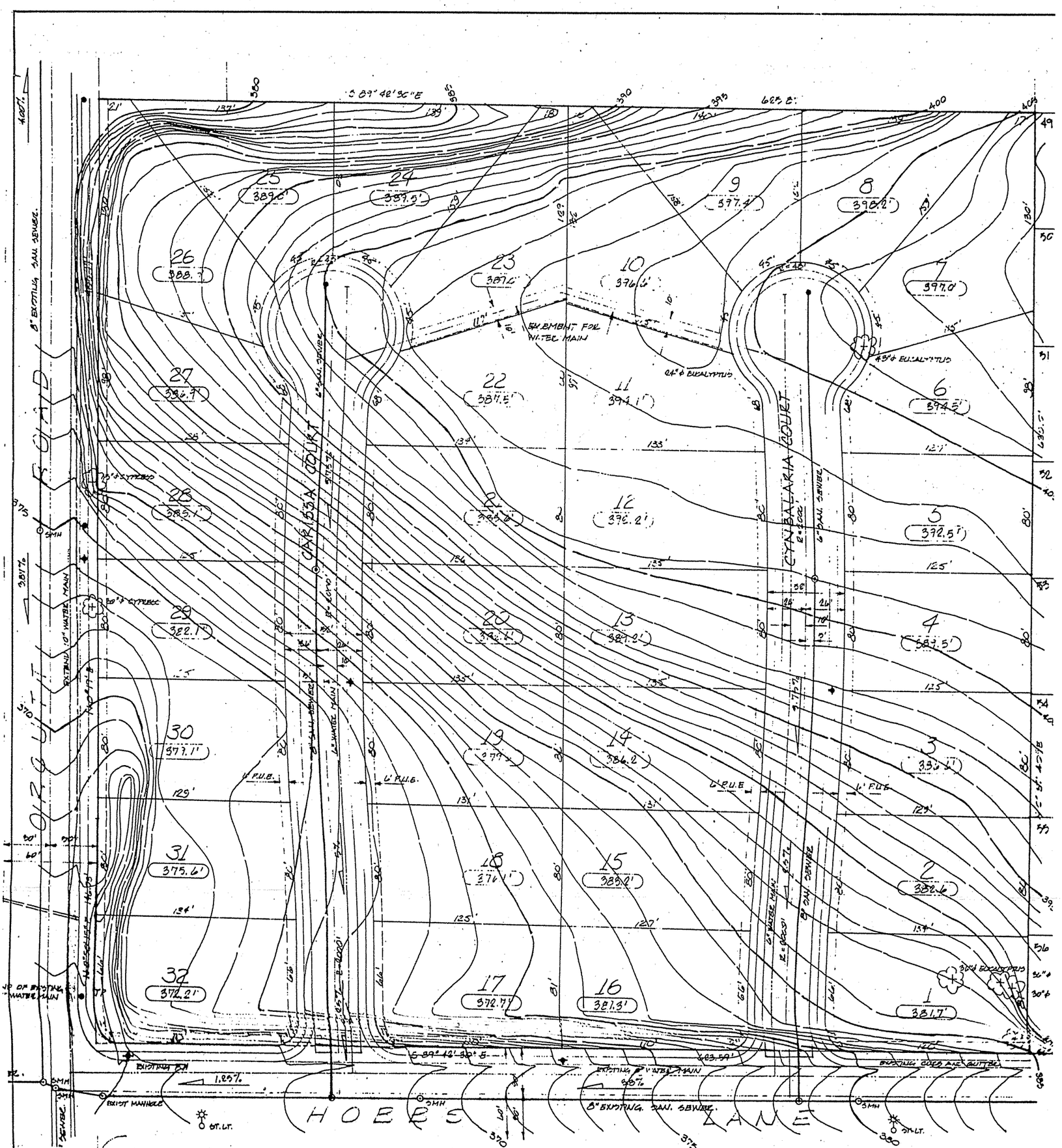

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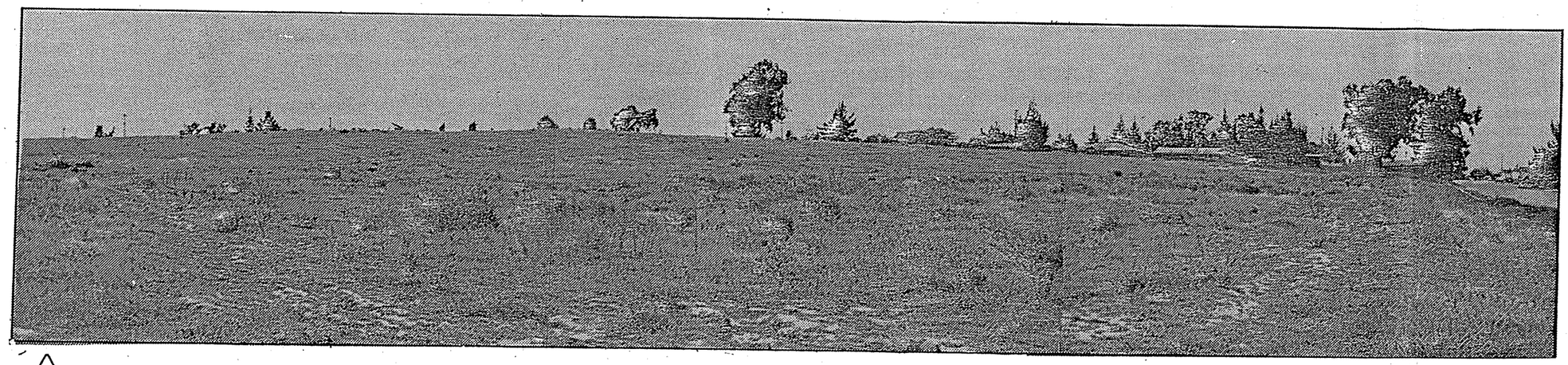
FIGURE 6. SITE PLAN FOR PROPOSED TTM 12,727, BUGNUDA.



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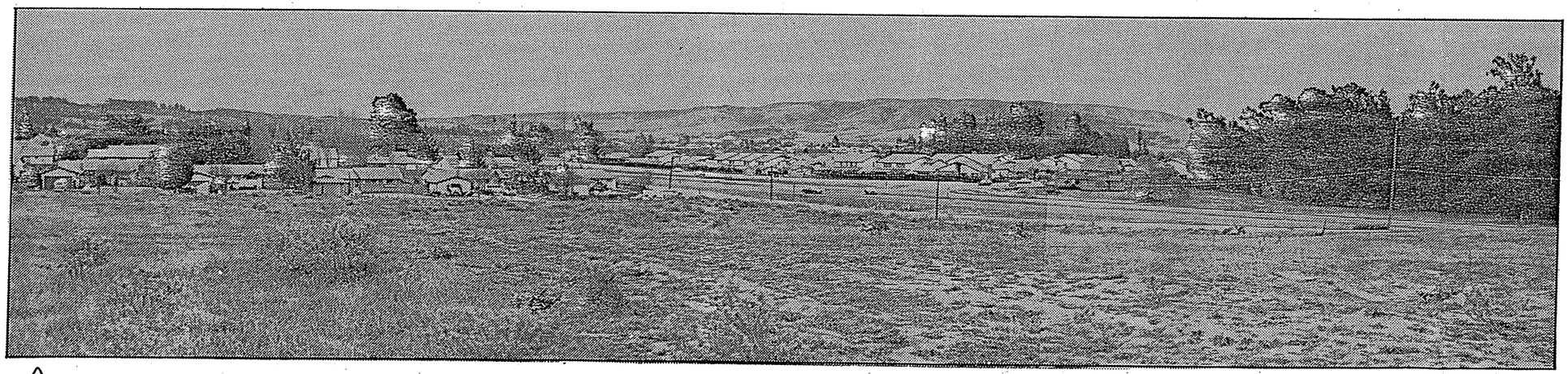

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1000 elwell court
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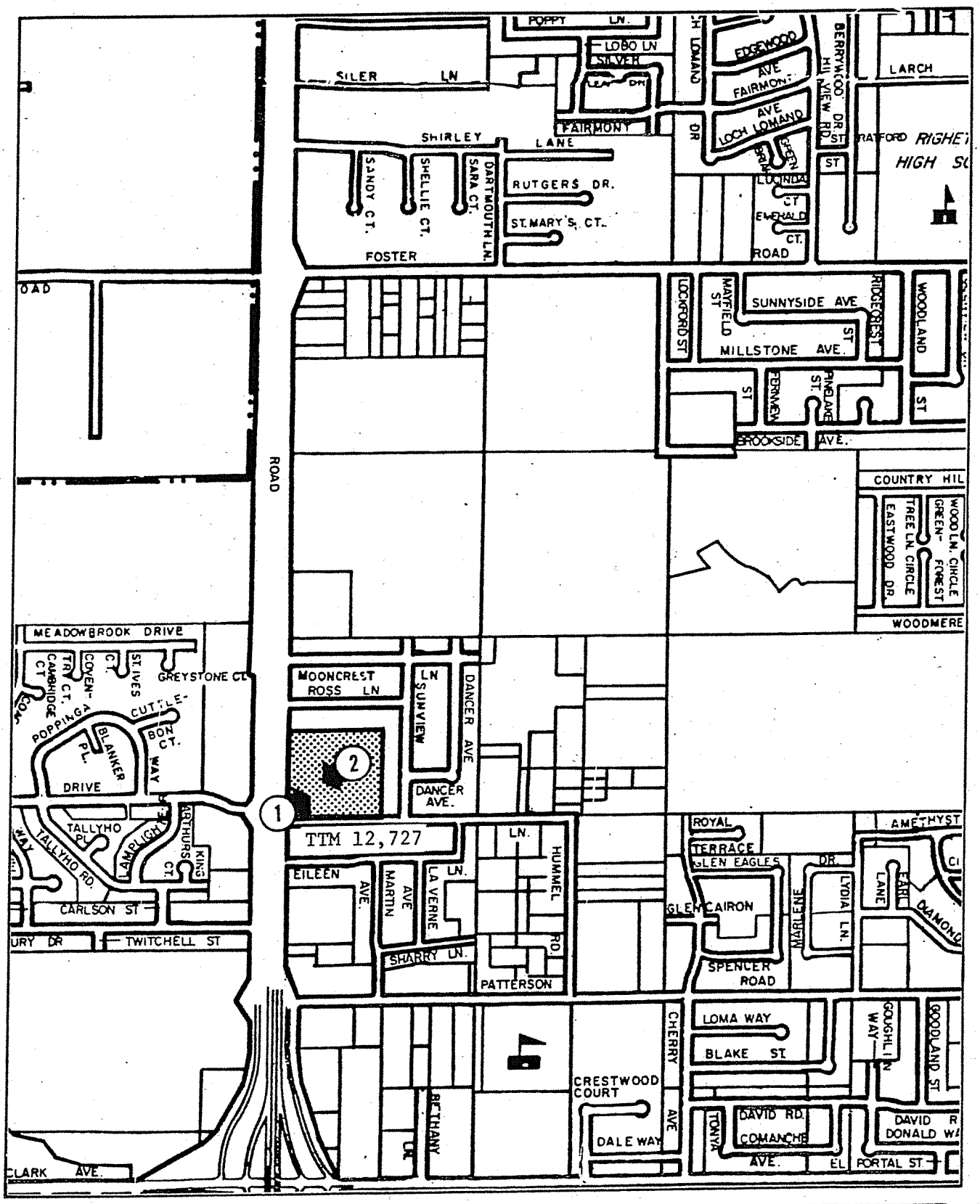
FIGURE 7. VISUAL SETTING OF THE PROPOSED TTM 12,727, BUGNUDA



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1000 elwell court
palo alto, ca. 94303

FIGURE 8. VISUAL PERSPECTIVE LOCATION FOR TTM 12,727, BUGUDA VISUAL SETTING

TABLE 4. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,727, BUGNUDA

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Land Use	Construction of single family homes in airport protection zone; loss of open space	Local, regional, cumulative	Implement (regionally) clustered style development
Visual	Decrease in Orcutt Road views of natural open space and replacement by views of residential subdivision	Local, regional	Provide ample landscaping along the frontage road and Hobbs Lane
Hydrology	Water demand of 17 acre feet per year	Regional, cumulative	Refer to regionally applicable mitigation measures; require storm-water runoff be delivered to retention basins

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Noise	Existing and projected noise from Orcutt Road	Local, site cumulative	Require a noise wall and noise insulation as specified in this report

Continued

TABLE 4 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,727 , BUGNUDA

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction	Site, local	Wet down disturbed soil, and use locally available materials and manpower
	Project related traffic emissions	Local, regional, cumulative	Refer to regionally applicable mitigation measures
3.2 Noise	Construction noise	Site, local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.
	Noise attributable to existing and projected aircraft noise	Local, regional	Thorough caulking and weather-stripping around all windows, doors, and at the roof/wall interface.
3.3 Biology	Removal of natural vegetation and reduction of wildlife habitat value	Site, local	Landscape homes with native plants
3.4 Traffic	Additional vehicles	Local, regional, cumulative	Refer to regionally applicable measures.

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level	Site, local, regional	

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 4 summarizes impacts and mitigation measures for the TTM 12,727 residential development.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 TRAFFIC. Project traffic intensity is summarized to be:

a) ADT of 300 vehicles would generate 1440 VMT upon completion and full occupancy of 32 single family residences.

b) The project would create 33.2 one way trips per acre.

c) During the peak p.m. hour of traffic the project would add 30 vehicles making left turns onto Hobbs Lane from Orcutt Road.

d) New residential streets and driveways would add over 1000 linear feet of roadway and 1.2 acres of paved surface.

Cumulative regional impacts are discussed in the Summary of Regional Impacts.

2.2 AIR QUALITY. Earth moving activities will produce temporary sources of oxides of nitrogen (NO_x) and total suspended particulate (TSP). The completed project will incrementally add to the atmospheric loading of the Santa Maria basin due to added traffic (approximately 1450 vehicle miles traveled per day). The additional travel will generate emissions of carbon monoxide, oxides of nitrogen and reactive hydrocarbons; however, the project will not singly impair local air quality attainment.

2.3 CONSTRUCTION NOISE. Construction will temporarily increase noise levels in the project site above existing ambient levels.

2.4 DRAINAGE. Stormwater runoff from the project site will collect in the proposed cul de sacs and flow in a southerly direction to Hobb Lane. The

flow will then be conveyed west to a culvert on the Orcutt Expressway to an existing catch basin or sump in the existing Foxenwood subdivision.

2.5 BIOLOGY. Development will result in the removal of disturbed grassland vegetation from the site. The vegetation primarily consists of introduced grasses and herbaceous annuals and provides a habitat for the common types of wildlife utilizing the site. No unique, rare, or endangered plants or animals would be affected. Currently the site is low value habitat because of substantial habitat removal on and off site.

2.6 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 SIGNIFICANT IMPACTS SUBJECT TO MITIGATION

TRAFFIC NOISE. Projected noise increases in traffic volumes on Orcutt Road will cause increases in ambient noise levels in the future. By 1981, the area within 325 feet of Orcutt Road which includes proposed lots 25 to 32 will require noise abatement measures to achieve an acceptable noise environment. Single event noise levels as high as 90 dBA will be experienced outdoors as a result of jet aircraft operations at Santa Maria Airport.

VISUAL. The proposed project will be highly visible to travelers on Orcutt Road, the frontage road, and Hobbs Lane, and residents of the single family homes on Hobbs Lane and across Orcutt Road. Views of the undeveloped, grass covered hillside and the upper, level portion of the site will be replaced by views of single family homes. Viewers along Hobbs Lane will be able to see into the development along the two proposed roads exiting onto Hobbs Lane. Some of the proposed homes which border the frontage road lend to these road-

ways: a potentially monotonous appearance in the vicinity of the project, unless landscaped. Views from the site of the Casmalia Hills may be disrupted depending on the final grading plan.

3.2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

LAND USE AND SAFETY. Construction of single family homes in the proposed airport protective zone will be inconsistent with recommended policies of the Santa Maria Public Airport District, as discussed in Summary of Regional Impacts. In addition, 9.04 acres of open space will be lost.

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 17 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 AIR QUALITY

1. Sprinkle areas of earth movement activities to reduce fugitive dust emissions.

2. Reduce transportation related emissions by requiring the use of local manpower and materials.

4.2 NOISE

3. Limit construction to the hours between 8:00 a.m. and 6:00 p.m.

4. Require a concrete block wall, solid in structure and six to eight feet in height, dependent on final grading, that will provide adequate mitigation of roadway noise at the project site for single story

residences. If any two story residences will be constructed on the lots adjacent to Orcutt Road, noise insulation of the second story walls which face the road are required. This includes thorough caulking and weatherstripping around windows, doors, and at the roof/wall interface, and double glazing of windows.

4.3 HYDROLOGY

5. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.4 BIOLOGY

6. Use drought resistant native plants for project landscaping rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

4.5 VISUAL

7. Use extensive landscaping between the development and the frontage road and Hobbs Lane for screening purposes. (Even with this landscaping, homes on the upper elevations of the site will be apparent from the roadways). If a noise wall is to be constructed along the frontage road, landscape between the noise wall and Orcutt Road.

8. Use individualized landscaping of single family homes in order to provide visual relief from extensive use of manmade materials.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent of cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

1. SUMMARY OF IMPACTS

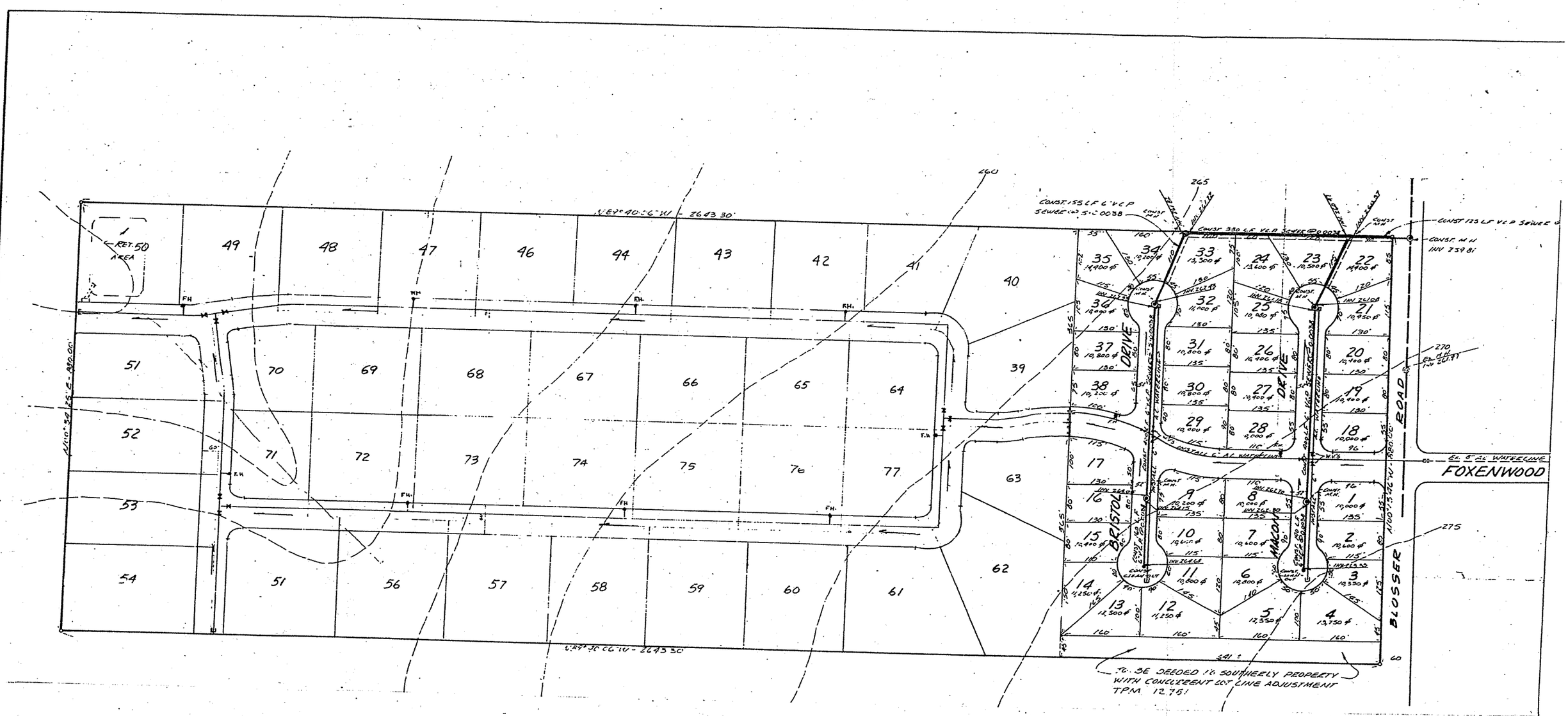
1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,590, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 9. The proposed project includes rezoning a portion of the site from 10-R-1 to R-A (78-RZ-21) and the subdivision of 53.4 acres into 76 single family residential lots; 38 lots will be 10,000 square feet minimum size, while the remaining 38 lots will be one acre each. The smaller lots will be grouped together in the area immediately adjacent to Blosser Road, and the one acre lots will be located to the west. The site presently contains a barn, located near the southeastern boundary.

Public services which can support their development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The fair market value of the site after development is completed is estimated to be $5.585 million (Baker, 1978). The proposed project will house an estimated 217 persons.

LAND USE AND ZONING. Part of the project is consistent with the existing zoning designation of 10-R-1 (single family residential with a minimum lot size of 10,000 square feet), but the rest of the site requires rezoning to R-A (Suburban Agricultural - Residential District).

East of the project site are the newly built homes of the Foxenwood West subdivision. The areas north and west of the site are vacant. South of the site are a few scattered, older single family homes. Some of these lots include barns. The project site is bounded by Blosser Road to the east; access to the site will be via Blosser Road. The route of the proposed east-west expressway is adjacent to the site on the north.

VISUAL. Figure 10 displays the existing project site. Figure 11 indicates the vantage point from which these photographs were taken. The project site consists of 53.4 acres of level, annual grassland with rows and scattered eucalyptus trees. An old barn is located on the site near Blosser Road. The


N 89°40'36" W - 2643.30'
RET. AREA
FH
WM
N 0°10'39" E - 490.00'
S 89°36'32" W - 2643.30'
CONST. 155 L.F. V.C.P. SEWER @ 3.0%
CONST. 330 L.F. V.C.P. SEWER @ 0.5%
CONST. 135 L.F. V.C.P. SEWER @
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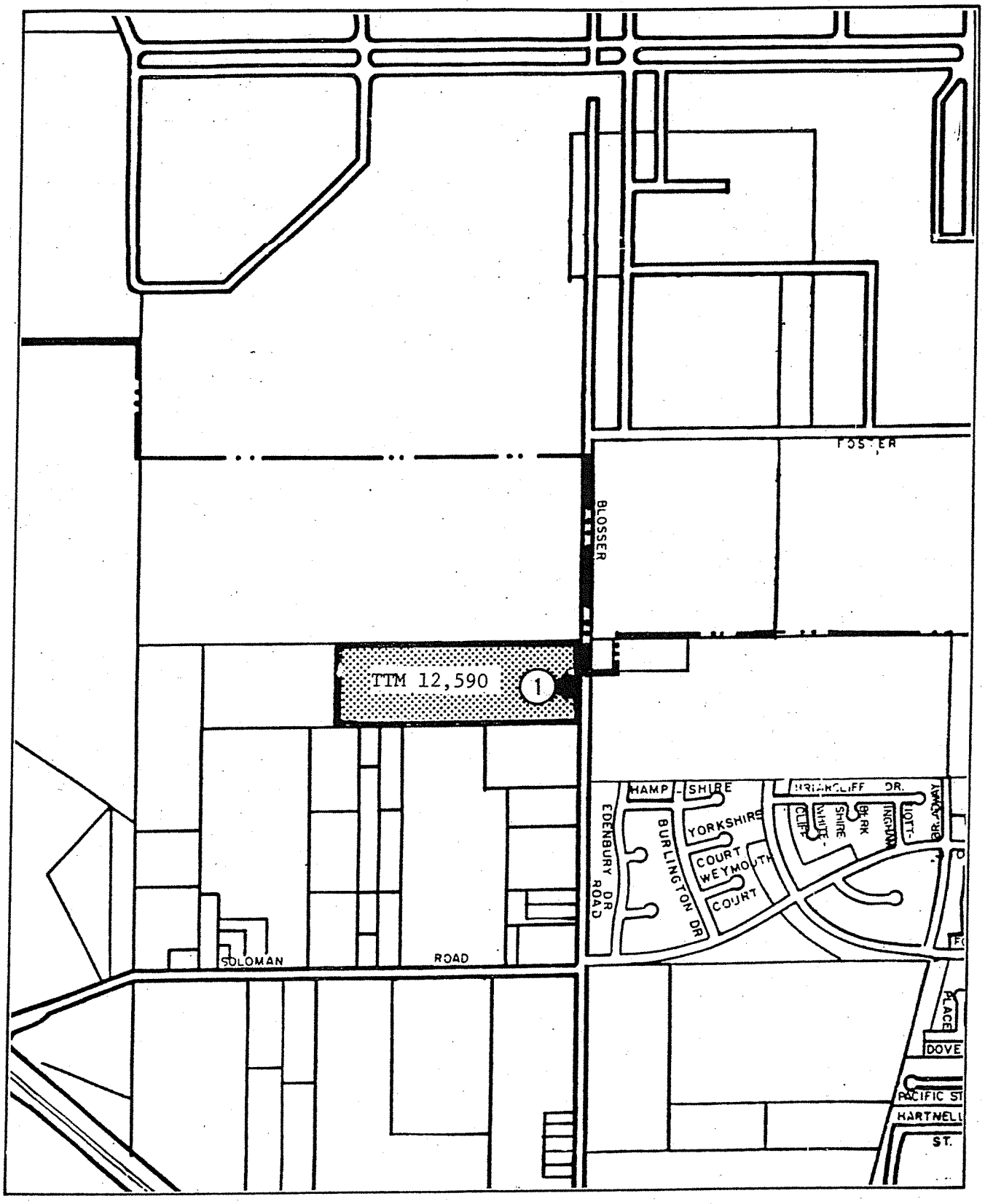
earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 10. VISUAL SETTING OF PROPOSED TTM 12,590/78-RZ-21, BAKER.



SCALE
1" = 1000'

earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 11. VISUAL PERSPECTIVE LOCATION FOR TTM 12,590/78-RZ-21, BUGNUDA VISUAL SETTING

project site is visible from Blosser Road and partially visible from residences along Foxenwood Drive. From the site, the scenic Casmalia Hills are readily apparent.

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 5 summarizes impacts and mitigation measures for the TTM 12,590 residential development and 78-RZ-21 rezoning.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 AIR QUALITY. During period of low rainfall construction will result in a temporary source of particulates and nitrogen oxides. Vehicular activity after project completion (about 3450 vehicle miles per day) will incrementally add to the air pollution load of the Santa Maria Valley. This project will not significantly delay attainment of the National Ambient Air Quality Standards. Cumulative regional impacts are discussed in the Summary of Regional Impacts.

2.2 DRAINAGE. Stormwater runoff from the site will flow in a westerly direction after collecting along the margins of the proposed project streets. The flow will be conveyed in the direction of the natural drainage to lot 50 at the northwest corner of the site to a retention area or retarding basin.

2.3 BIOLOGY. Development of the proposed 76 single family homes on 53.4 acres will result in the removal of natural vegetation, consisting of introduced grasses and herbs. Reduction in the extent and value of habitat for the common types of wildlife utilizing the site will also occur. No unique, rare, or endangered plants or animals should be affected.

2.4 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

TABLE 5. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,590/78-RZ-21, BAKER

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Land Use	Loss of open space	Local, regional, cumulative	None other than No Build Alternative.
1.2 Visual	Contrast with existing rural character of Orcutt in views of the Casmalia Hills from the project vicinity	Local, regional	
1.3 Hydrology	Water demand of 42 acre feet per year	Regional cumulative	Refer to regionally applicable mitigation measures: require stormwater runoff be delivered to a retention basin

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Traffic	East-west expressway land acquisition	Local	Establish the future right of way now to avoid future relocations.

continued

TABLE 5 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,590/78-RZ-21, BAKER

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction	Site, local	West down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions	Local, regional cumulative	Refer to regionally applicable mitigation measures.
3.2 Biology	Removal of natural vegetation and reduction of wildlife value of the site	Site, local	Landscape homes with native plants.

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level	Site, local, regional	

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 SIGNIFICANT IMPACTS SUBJECT TO MITIGATION

TRAFFIC. The proposed east-west expressway is projected to have its right of way along the northern boundary of the project site. The proposed easement is totally contained within the parcel immediately north of the proposed project. Current plans do not provide a direct connection to the east-west expressway through the northern boundary of the project site.

EAST-WEST EXPRESSWAY NOISE. The proposed east-west expressway if constructed as planned will be located close enough to the project site to have a significant adverse effect on ambient noise levels. The exact magnitude of this effect cannot be determined at present.

3.2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED

LAND USE. Two related, significant, and unavoidable impacts will result if the project is built as proposed:

a) Removal of 53.4 acres from open space; and

b) Irreversible cumulative impact of development on the existing rural character of Orcutt.

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 42 acres feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

VISUAL. The project site is visible from Blosser Road and some residences along Foxenwood Drive. Existing views of the 53 acre rural grassland will be replaced by views of a residential subdivision composed of 77 single family

homes. Development near the roadway will be denser (average lot size of 10,000 square feet) than on the western portion of the site (average lot size of 1 acre). The development will partially block pleasant views of the Casmalia Hills from the project vicinity, as well as decrease the feeling of openness and ruralism in this area west of Blosser Road. There are no significant mitigations for these impacts.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 AIR QUALITY.

1. Wet down area of soil redistribution to minimize fugitive particulate emissions.

2. Use architectural coatings (e.g., paints) with low hydrocarbon content and emissions.

3. When possible require construction with locally available materials and manpower to minimize emissions from transportation.

4.2 TRAFFIC AND CIRCULATION

4. Solidify plans for the proposed east-west expressway, and obtain written assurances from the county that all efforts will be made to avoid future land takings and relocation of residents.

4.3 HYDROLOGY

5. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.4 BIOLOGY

6. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wild life and require little or no fertilizer, pesticides or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used as an irrigated intensive agricultural use, the potential for greater impact on water supply would increase since it is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

1. SUMMARY OF IMPACTS

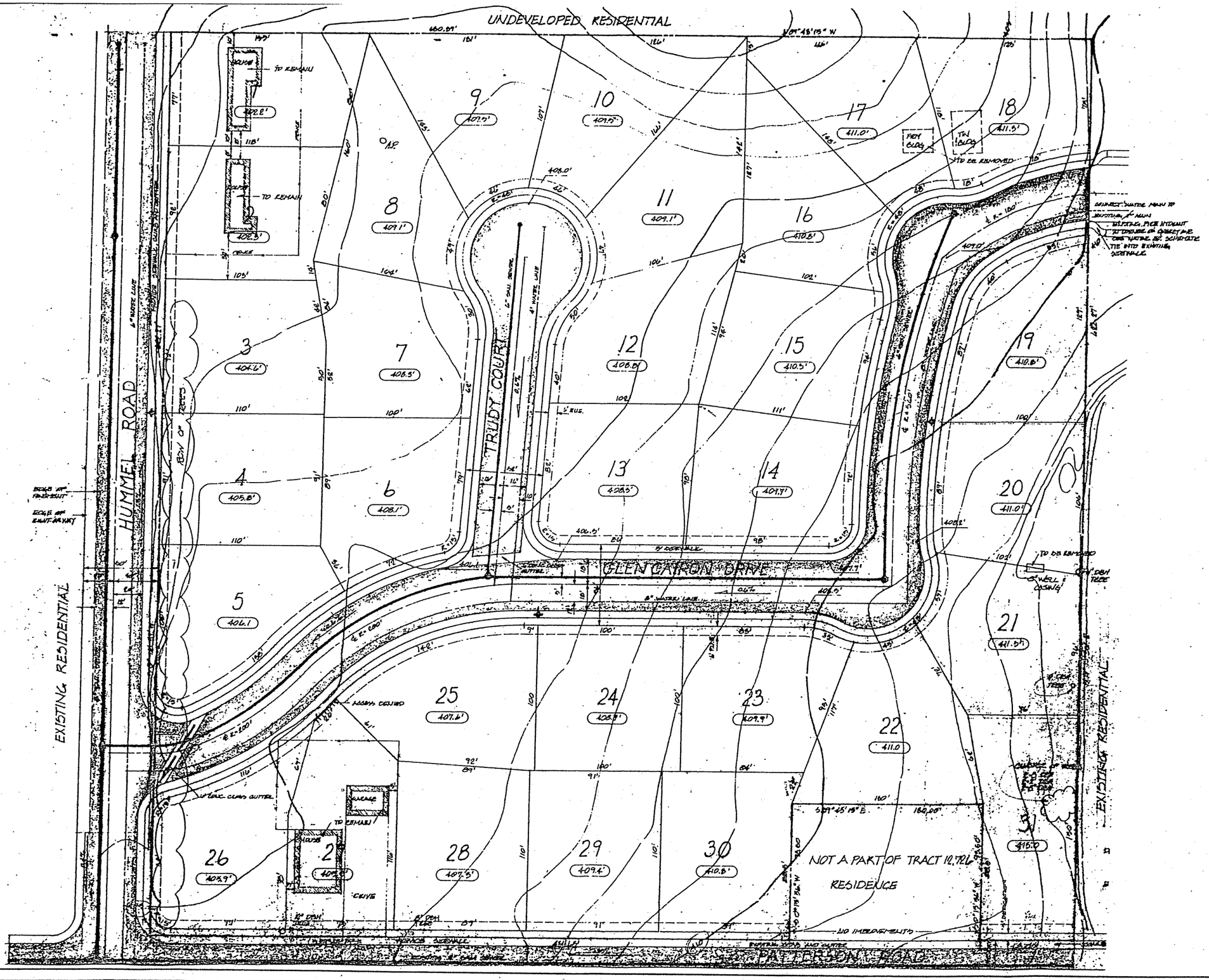
1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,726, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 12. The proposed project is the subdivision of 8.75 acres into 31 single family lots. The site presently contains three homes which will be retained and which are included as three of the 31 lots. Several dilapidated structures will be removed.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The average selling price of each unit is estimated to be $70,000 to $100,000 (Bethel, 1979). The proposed project will house an estimated 88 persons.

LAND USE AND ZONING. The proposed project is consistent with existing general plan and zoning designations (low density residential and 10-R-1). Existing land to the west, south, and east of the site is developed as single family residential. North of the site is an undeveloped area.

The site is bordered by Hummel Road to the west and Patterson Road to the south. Access to the site will be provided from Hummel Road, which is presently unpaved.

VISUAL. Figure 13 displays the existing project site. Figure 14 indicates the vantage point from which these photographs were taken. The project site is a level, disturbed grassland with some small shrubs. A few eucalyptus trees are found on the site and a row of Monterey cypress extends along Hummel Road. A single family home with attendant landscaping occurs on the site. The project site is viewed from Patterson Road, Hummel Road, and facing residences along Patterson and Hummel Road. However, the site is not within a major view corridor, nor are views from the site significant.



earth metrics
1000 elwell court
palo alto, ca. 94303

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SCALE
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FIGURE 12. TENTATIVE TRACT MAP FOR PROPOSED TTM 12,726, BUGNUDA

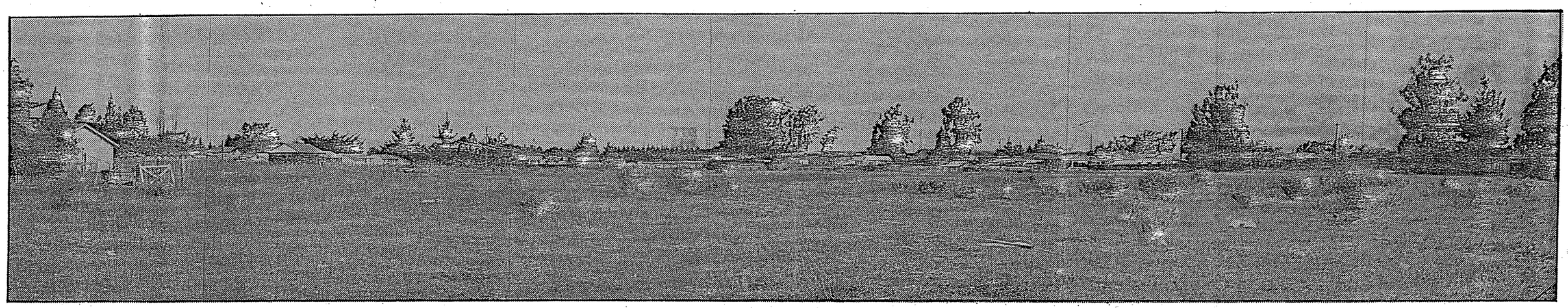

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FIGURE 13. VISUAL SETTING OF PROPOSED TTM 12,726, BUGNUDA

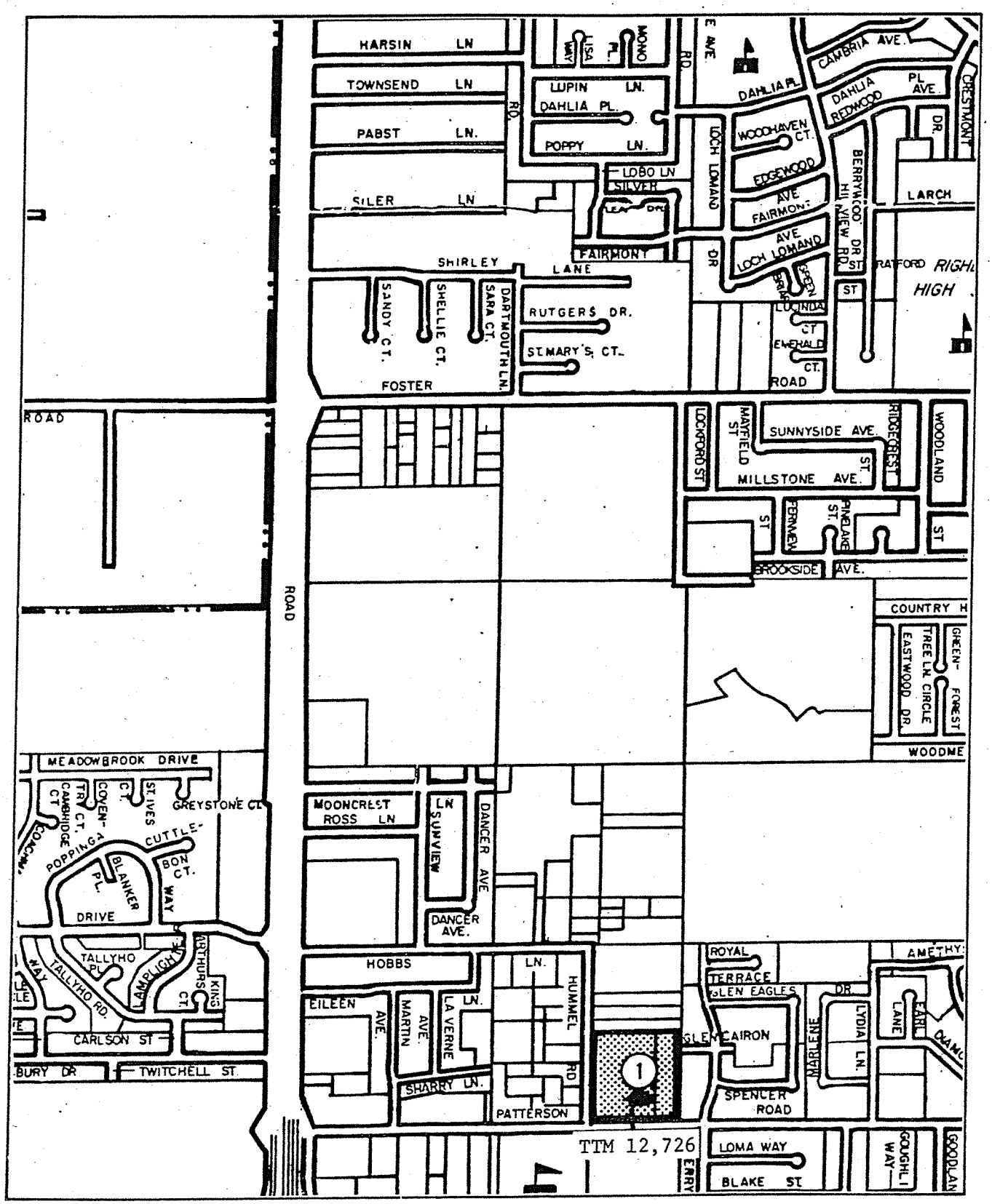

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FIGURE 14. VISUAL PERSPECTIVE LOCATION FOR TTM 12,726, BUGNUDA VISUAL SETTING

Noise. The site is removed from major traffic noise sources and is therefore relatively quiet. The site is, however, close to the approach path of jet aircraft for the Santa Maria Airport Runway 30.

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 6 summarizes impacts and mitigation measures for the TTM 12,726 residential development.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 TRAFFIC. Several measures of project traffic intensity were applied in the traffic analysis. Project intensity is summarized to be:

a) ADT of 300 vehicles would generate 1440 VMT upon completion and full occupancy of 31 single family residences.

b) The project would create 34.4 one way trips per acre.

c) During the peak a.m. hour of traffic the project would add 50 vehicles making left turns onto Orcutt Road from Patterson Road.

d) New residential streets and driveways would add over 1100 linear feet of roadway and 1.0 acres of paved surface.

In addition, for safety, maneuverability, and alignment with flood control structures, the intersection of the proposed residential street with Patterson Road should be improved by realignment of the new street. This local impact is not significant, however. Cumulative regional impacts are discussed in the Summary of Regional Impacts.

2.2 AIR QUALITY. During periods of low precipitation construction activities will produce temporary sources of total suspended particulate (TSP) and oxides of nitrogen (NO_x). The completed project will incrementally add to the atmospheric loading of the Santa Maria basin because of added traffic (approximately 1450 vehicle miles traveled per day). The additional travel will generate emissions of carbon monoxide, oxides of nitrogen and reactive hydrocarbons; however, this increase alone will not impair local air quality attainment.

TABLE 6. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,726, BUGNUDA

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Hydrology	Water demand of 16.5 acre feet per year.	Regional, Cumulative	Refer to regionally applicable mitigation measures; require stormwater runoff be delivered to a retention basin

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Noise	Noise attributable to existing and projected aircraft noise.	Local, Regional	Increase noise insulation in homes by thorough caulking and weatherstripping.
2.2 Traffic	Poor street alignment and safety implications	Local, Site	Realign the proposed intersection. Refer to regionally applicable measures.
2.3 Land Use	Loss of open space.	Local, Regional, Cumulative	Implement regionally clustered style development.

continued

TABLE 6 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,726, BUGUNDA

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction.	Site, Local	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions.	Local, Regional, Cumulative	Refer to regionally applicable mitigation measures.
3.2 Noise	Construction noise.	Site, Local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.
3.3 Biology	Removal of natural vegetation and reduction of wildlife habitat value on the site.	Site, Local	Landscape homes with native plants. Preserve cypress trees along Hummel Road.

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level.	Site, Local, Regional	

2.3 NOISE. Construction will temporarily increase ambient noise levels near the project site above existing levels. Traffic related to the project will increase ambient noise levels unnoticeably along Patterson and Hummel Road. Although the project site has ambient noise levels considerably below the maximum recommended levels for residential areas, single event noise levels as high was 80 to 90 dBA will be experienced outdoors when jet aircraft are approaching a landing at the Santa Maria Airport.

2.4 DRAINAGE. Drainage poses a special problem at the site because the natural flow would be to the northwest. If allowed to flow its natural course, stormwater runoff would probably collect in the undeveloped parcel north of the project site. As a result, drainage flows will be directed to the southwest to intercept Hummel Road (where paving and drainage facilities will be provided) before entering the existing stormwater facilities along Patterson Road. To this end, the project site will be regraded using imported soil to alter the natural direction of surface flow. The source of imported materials is expected to be the TTM 12,727 site located northwest of the project area (Bethel, 1979). Surface flows will collect on Trudy Court and enter into a six foot wide concrete cross gutter along Glen Canyon Drive, as shown on the site plan. The flow will then be conveyed to the southwest corner of the site (via Hummel Road) before meeting the existing facilities on Patterson Road.

Lots 1 through 4 (only) will drain north on Hummel Road and west on Hobbs Street before entering existing drainage facilities along Orcutt Expressway (Bethel, 1979).

2.5 LAND USE. Though development of this site would result in the loss of 8.75 acres of open space, this impact is not considered to be significant, since the site lies in an area that has been developed. A school, located southwest of the site could provide recreational opportunities for the neighborhood.

2.6 BIOLOGY. Development of 31 single family homes with a minimum lot size of 10,000 square feet on the 8.75 acre project site will result in the removal of disturbed grassland vegetation and possibly some large Monterey cypress trees along Hummel Road. This will further reduce the habitat value

for the common types of wildlife utilizing the site. No unique, rare, or endangered plants or animals would be affected. The site is currently of low habitat value, resulting from disturbances related to surrounding development.

2.7 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intersive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 16.5 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 AIR QUALITY

1. Wet down area of soil redistribution to minimize fugitive particulate emissions.

2. Use architectural coatings (e.g., paints) with low hydrocarbon content and emissions.

3. To a reasonable extent, require construction with locally available materials and manpower to minimize emissions from transportation.

4.2 TRAFFIC AND CIRCULATION

4. Remove site obstructions near the intersection of the new residential street with Patterson Road. Move this intersection north 50 feet to improve street alignment and maneuverability.

4.3 NOISE

5. Limit construction to the hours between 8:00 a.m. and 6:00 p.m.

6. Require noise insulation in homes by thorough caulking and weather-stripping around all doors, windows, and at the roof/wall interface.

4.4 HYDROLOGY

7. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.5 BIOLOGY

8. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

9. Preserve Monterey cypress trees along Hummel Road for visual and aesthetic purposes.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent of cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

TM 13061

1. SUMMARY OF IMPACTS

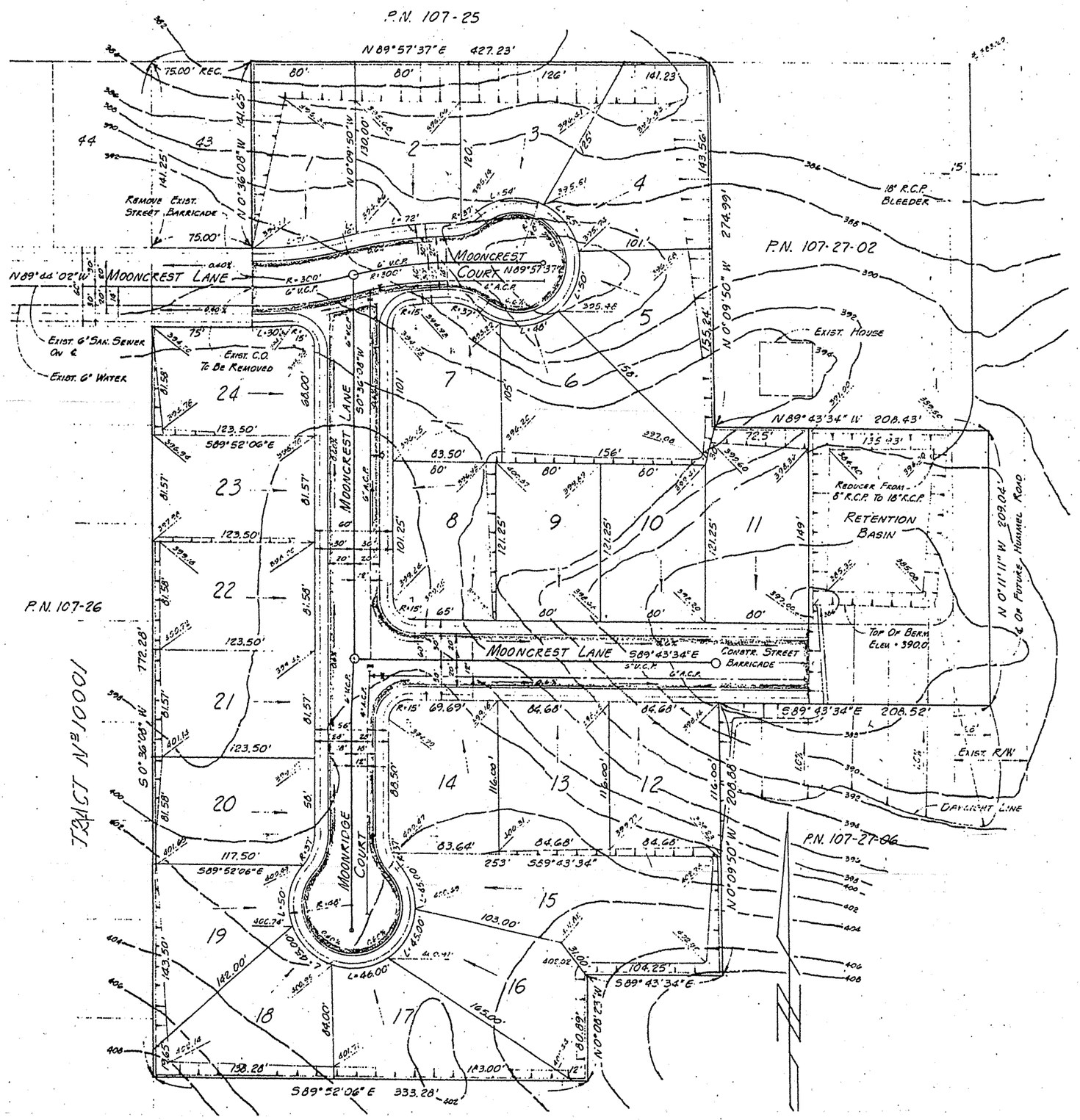
1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,176, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 15. The proposed project is the subdivision of 8.33 acres of vacant land into 24 single family residential lots. The minimum size of the lots will be 10,000 square feet. This project further requires a rezone from 1-E-1 to 10-R-1 (78-RZ-14).

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The average selling price of each unit is estimated to be $60,000 to $80,000 (Whitestine, 1978). The proposed project will house an estimated 68 persons.

LAND USE AND ZONING. The proposed project is inconsistent with the zoning designation of 1-E-1, One Family Estate District. This zoning designation requires a minimum lot size of one acre. Therefore, a change in the zoning designation of this parcel to IV-R-1 will be necessary prior to development.

Single family residential subdivisions are adjacent to the site to the west and south. Access to the site would be via Mooncrest Lane, which deadends near the northwest corner of the site. A farm borders the site to the east. The parcel north of the site is vacant, the site of the proposed Northpoint Patio Homes. The site lies in the proposed protection zone of the Santa Maria Public Airport District.

VISUAL. Figure 16 displays the existing project site. Figure 17 indicates the vantage point from which these photographs were taken. The project site consists of 8.33 acres of fairly level land sparsely vegetated with annual grasses and herbs. Trails transect the site. The site can be seen from some homes along Mooncrest Lane (part of the subdivision occurring west of the site) and the few homes east of the site (Figure 1). The project site is not within a major view corridor, nor are views from the site significant.



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1000 elwell court
palo alto, ca. 94303

SCALE
1" = 85'

FIGURE 15. TENTATIVE TRACT MAP FOR PROPOSED TTM 12,176/78-RZ-14 WHITESTINE

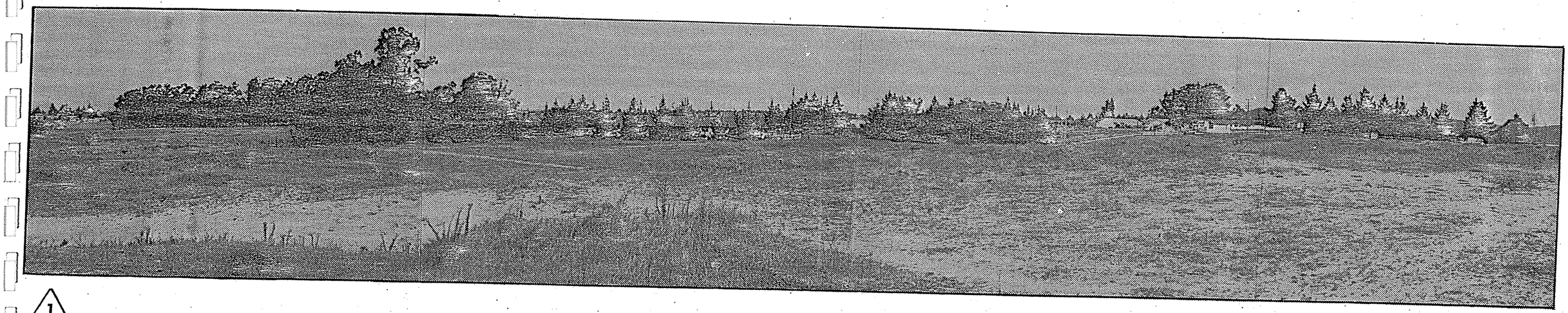

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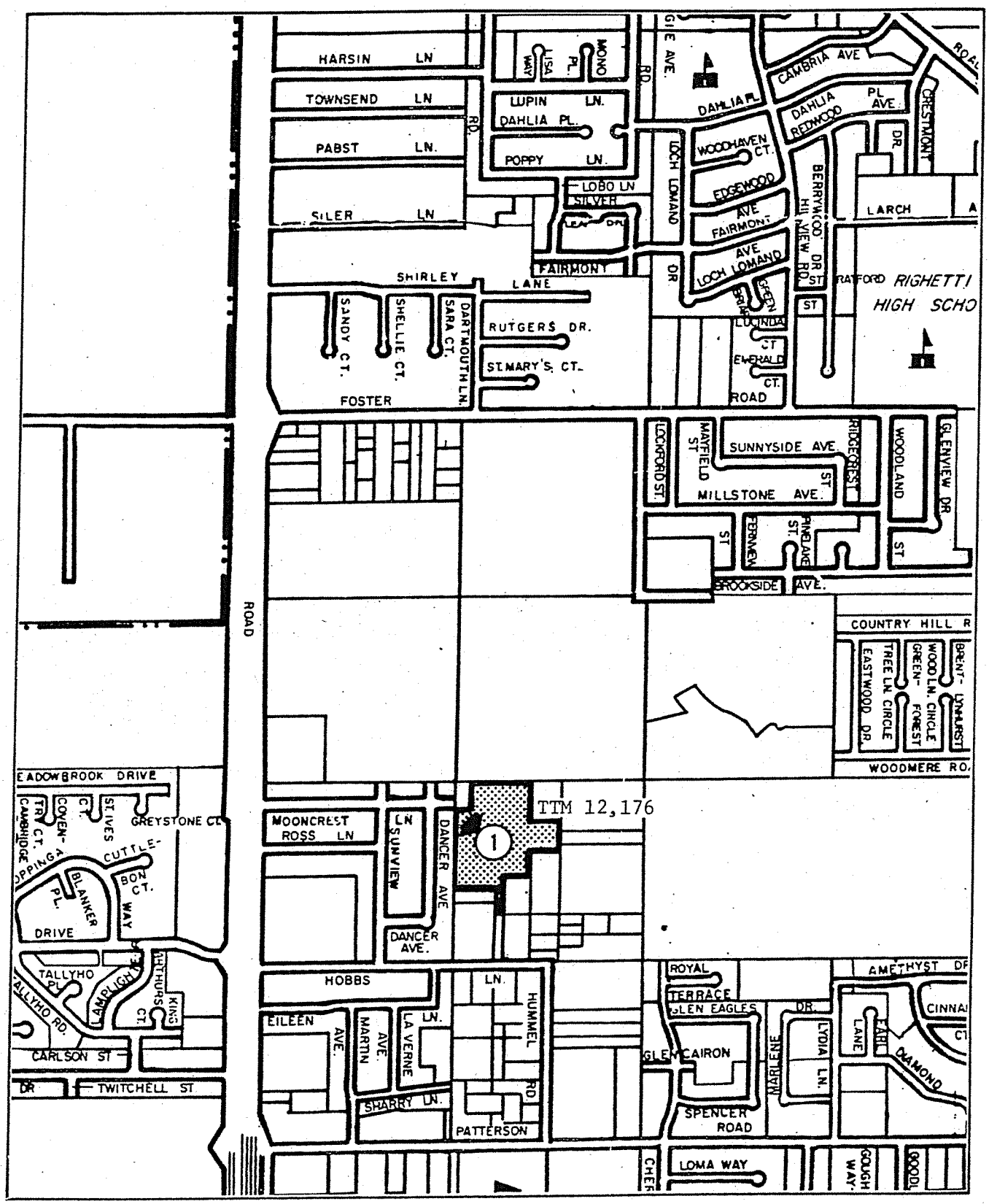
FIGURE 16. VISUAL SETTING OF PROPOSED TTM 12,176/78-RZ-14, WHITESTINE



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1000 elwell court
palo alto, ca. 94303

FIGURE 17. VISUAL PERSPECTIVE LOCATION FOR TTM 12,176/78-RZ-14, WHITESTINE VISUAL SETTING

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 7 summarizes impacts and mitigation measures for TTM 12,176 and the rezoning 78-R7-14.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 TRAFFIC. Traffic from the project will use the existing residential street called Mooncrest Lane. The impact of this traffic (230 vehicles per day) will be insignificant. Project contributions to cumulative regional traffic effects are discussed in Summary of Regional Impacts.

2.2 AIR QUALITY. During periods of low precipitation, earthmoving activities will produce temporary sources of total suspended particulate (TSP) and oxides of nitrogen (NO_X). The completed project will incrementally add to the atmospheric loading of the Santa Maria basin due to added traffic (approximately 1100 vehicle miles traveled per day). The additional travel will generate emissions of carbon monoxide, oxides of nitrogen and reactive hydrocarbons; however, the increase alone will not impair local air quality attainment.

2.3 CONSTRUCTION NOISE. Construction will temporarily cause increased ambient noise levels near the project site. Traffic related to the project will not increase ambient noise levels noticeably along Mooncrest Lane and Orcutt Road.

2.4 DRAINAGE. A retention basin will be constructed at the east end of Mooncrest Lane to accommodate stormwater runoff from lots 8 through 17 in the southeast portion of the project site. Runoff from the remainder of the site (lots 1 to 7 and 18 to 24) will flow to Mooncrest Lane and travel in a westerly direction, eventually reaching the culverts under Orcutt Expressway.

2.5 BIOLOGY. Development of 24 single family homes with a minimum lot size of 10,000 square feet on the 8.33 acre project site will result in the removal of sparse grassland vegetation, primarily consisting of introduced grasses and herbaceous annuals, and the further reduction of habitat

TABLE 7. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,176/78-RZ-14, WHITESTINE

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS TO WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Land Use	Construction of single family homes in airport protection zone; loss of open space.	Local, Regional, Cumulative	
1.2 Hydrology	Water demand of 13 acre feet per year.	Regional, Cumulative	Refer to regionally applicable mitigation measures; requires stormwater runoff be delivered to a retention basin.

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Noise	Noise attributable to existing and projected aircraft operations.	Site, Local, Regional	Use special insulation, and monitor indoor noise before occupancy, to test that sufficient noise mitigation is achieved.

continued

TABLE 7 (Continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,176/78-RZ-14, WHITESTINE

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction.	Site, Local	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions.	Local, Regional, Cumulative	Refer to regionally applicable mitigation measures.
3.2 Noise	Construction noise.	Site, Local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.
3.3 Biology	Removal of introduced grassland vegetation and further reduction of wildlife habitat value.	Site, Local	Landscape homes with native plants.

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level.	Site, Local, Regional	
4.2 Traffic	Additional traffic on Mooncrest Lane.	Local	

value and extent for the common types of wildlife expected to utilize the site. (The site is currently of low habitat value). No unique, rare, or endangered fauna or flora would be affected.

2.6 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 IMPACTS SUBJECT TO MITIGATION

NOISE. The project site is located in an acceptable zone, with respect to aircraft noise, as defined by the Department of Housing and Urban Development. However, the proposed project will be subjected to occasional aircraft noise that may cause uncomfortable living conditions outdoors and indoors. The frequency of these conditions is expected to increase in the future as airport operations increase at the Santa Maria Public Airport. During infrequent jet landings over the project site, and during other aircraft operations, the airport may receive complaints from future project site residents who experience high indoor noise levels.

3.2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 13 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

LAND USE AND SAFETY. Construction of single family homes in the proposed airport protective zone will be inconsistent with recommended policies of the Santa Maria Public Airport District, as discussed in the Summary of Regional Impacts. In addition 8.33 acres of open space will be developed, and there would be an irreversible cumulative impact on the existing rural character of Orcutt. However, the Board of Directors of the Santa Maria Public Airport on November 22, 1978 expressed no objection to this project because it was outside the noise zone.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 AIR QUALITY

1. Sprinkle areas of earth movement activity to reduce fugitive dust emission.

2. Reduce transportation related emissions by requiring the use of local manpower and materials.

4.2 NOISE

3. Require thorough caulking and weatherstripping around windows, roof/wall interface, and doors of proposed dwelling units within 55 feet of Foster Road.

4. Limit construction hours to those between 8:00 a.m. and 6:00 p.m.

5. Require the following noise insulation be installed to reduce indoor noise levels attributable to aircraft:

   a. Roof/wall interface, windows, and doors to receive thorough caulking and weatherstripping.

   b. Windows to be of a sound transmission class (STC) of 35 or better (e.g., double glazed with 2.5 inch air space).

c. Central air conditioning to allow for interior comfort during closed window condition.

d. Exterior doors to be solid core.

6. Require acoustical monitoring indoors before occupancy of the TTM 12,176 homes to insure that interior noise levels are acceptable under state, federal, and county guidelines.

7. Notify prospective residents of existing and projected scenarios with respect to aircraft noise.

4.3 HYDROLOGY

8. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control prior to project approval.

4.4 BIOLOGY

9. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without sub-

stantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent of cluster open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigated intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

1. SUMMARY OF IMPACTS

1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,735, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 18. The proposed project is the rezoning of the site (78-RZ-16) from 10-R-1 to 10-R-1-PR and the subdivision of 92.72 acres of vacant land into 168 single family residences and 126 townhouse units, which are proposed to be built as four groupings. The average lot size of the single family units is 11,000 square feet. Each grouping of townhouses will contain a clubhouse, pool, and sauna. The townhouse units would be located along Orcutt Road.

Public services which can support their development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others but not to the point of significance, are medical (hospital) and school services. The selling price of the townhouse units is estimated to be $90,000 to $100,000 each, while it is estimated that the single family units will sell for $100,000 each (Smith, 1979). The proposed project will house an estimated 718 persons.

LAND USE AND ZONING. The proposed townhouse units are inconsistent with the zoning designation of 10-R-1. Therefore, a rezoning will be necessary if the project is to be built. The site lies in the proposed protection zone of the Santa Maria Airport.

North of the site is a mostly vacant parcel which contains a health center and other county service buildings. South of the site is a completed section of the Foxenwood West development. The Foxenwood West development is under construction to the west of the site. East of the site, across Orcutt Road, the area is mostly developed as single family residential; TTM 12,727 is located in this area. Townhouses are located south of the area proposed for townhouses in this development.

The project site is bordered by Orcutt Road to the east; however, no direct access to Orcutt Road from the site exists. Access will be provided to the

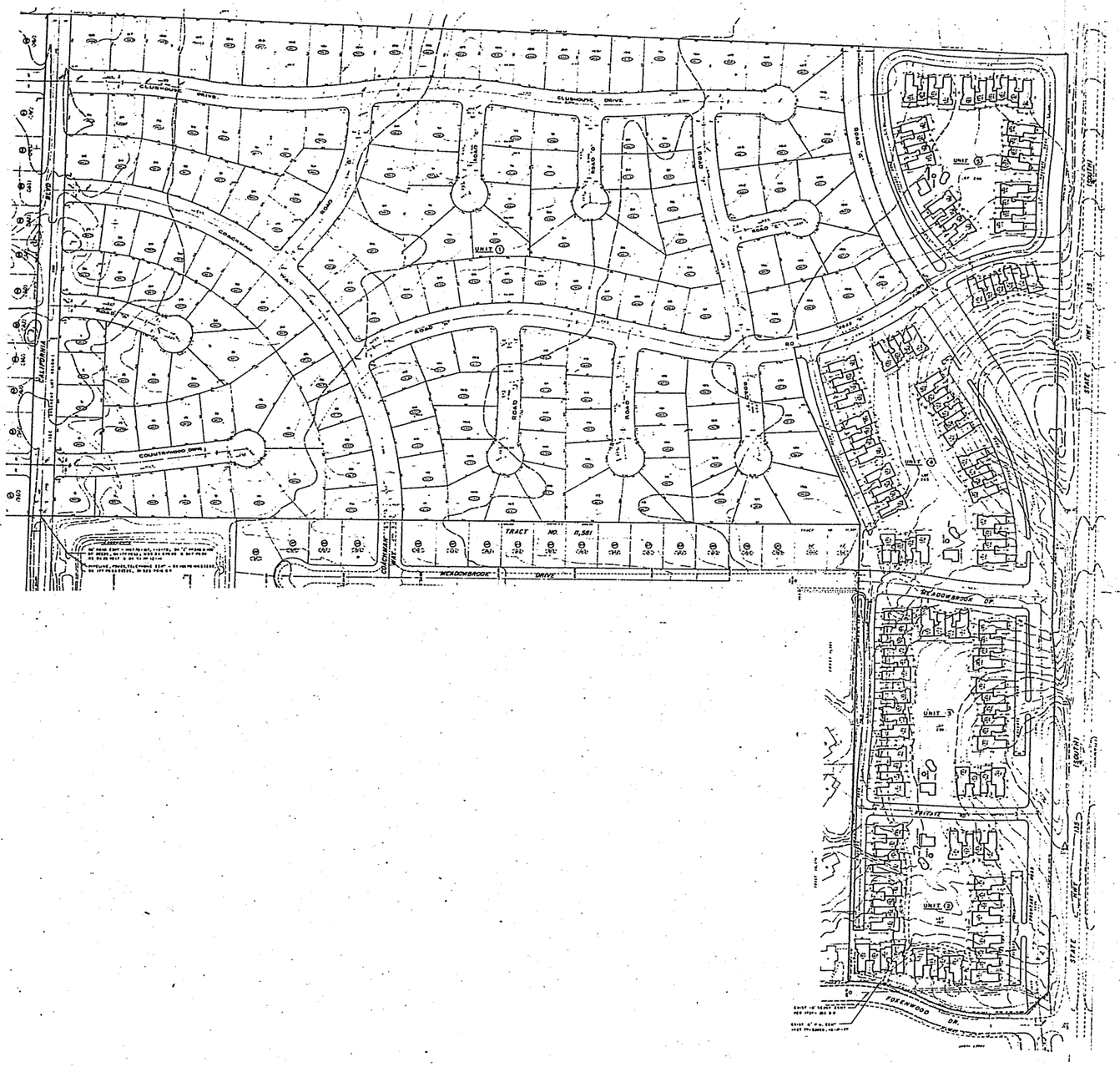

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FIGURE 18. SITE PLAN FOR PROPOSED TTM 12,735/78-RZ-16, SMITH

site via a proposed Frontage Road and via extensions of California Road and Meadowbrook Drive. The route of the proposed east-west expressway is adjacent to the site on the north.

VISUAL. Figure 19, Plates 1 and 2 display the project site. Figure 20 indicates the vantage points from which these photographs were taken. The project site consists of fairly level grassland rimmed with mature eucalyptus trees on the west and south sides and portions of the north side (Plate 1). Eucalyptus trees also transect the central portion of the site in a north to south orientation. The western portion of the site has largely been graded and many of the trees along the western edge and central portion of the site seem to have been removed (Plate 2). The site is readily visible from Orcutt Road and partially visible from the rear of residences along its southern boundary and west of the site. No significant views from the site are available, other than rural lands contiguous to the northern border of the site.

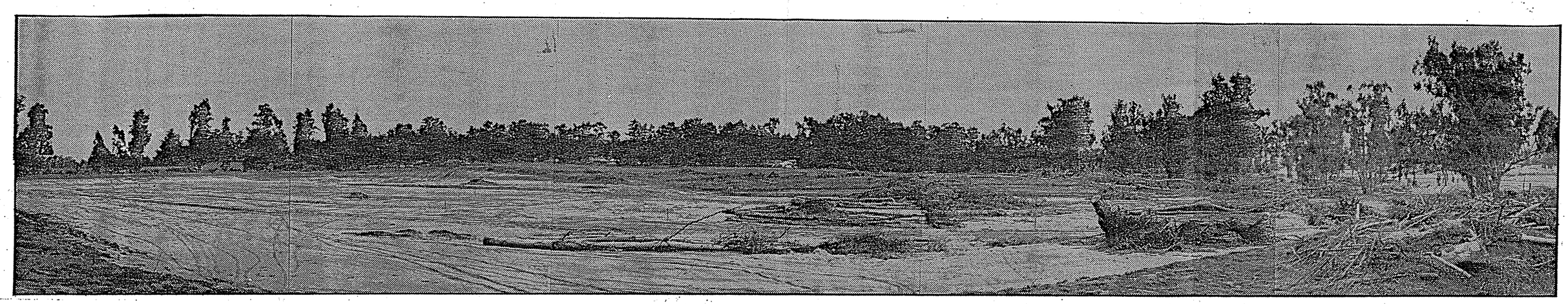
NOISE.

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 8 summarizes impacts and mitigation measures for TTM 12,735 residential development and the 78-RZ-16 rezoning.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 AIR QUALITY. Construction activities, particularly earth moving, will be a temporary source of suspended particulates and oxides of nitrogen. After completion the project will be a continual source of air pollutants. Travel related to the completed project will be more than 11,000 vehicle miles per day. Home heating will also produce small amounts of pollutants. However, this increase alone will not delay air quality attainment of NAAQS. Regional impacts of growth to air quality are addressed in the Initial Study.

2.2 CONSTRUCTION NOISE. Construction will temporarily increase noise levels in the project site above existing ambient levels.



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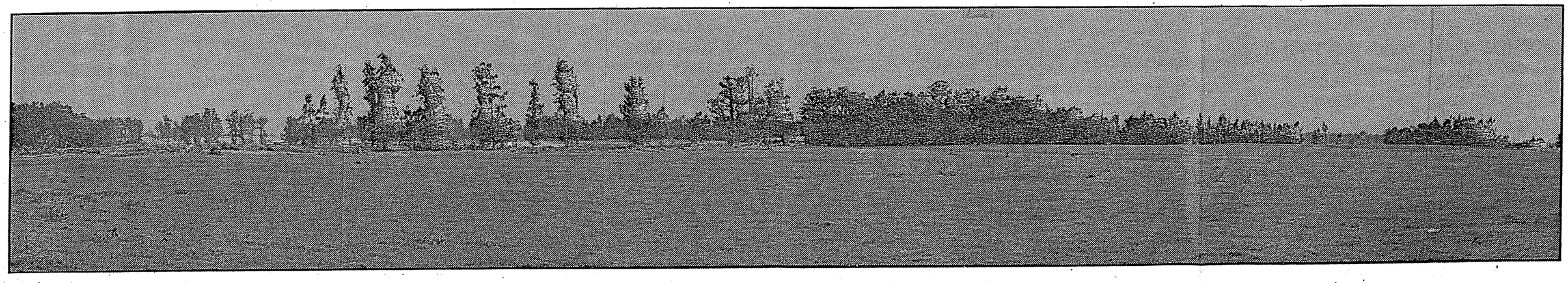

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FIGURE 19. VISUAL SETTING OF PROPOSED TTM 12,735/78-RZ-16, SMITH

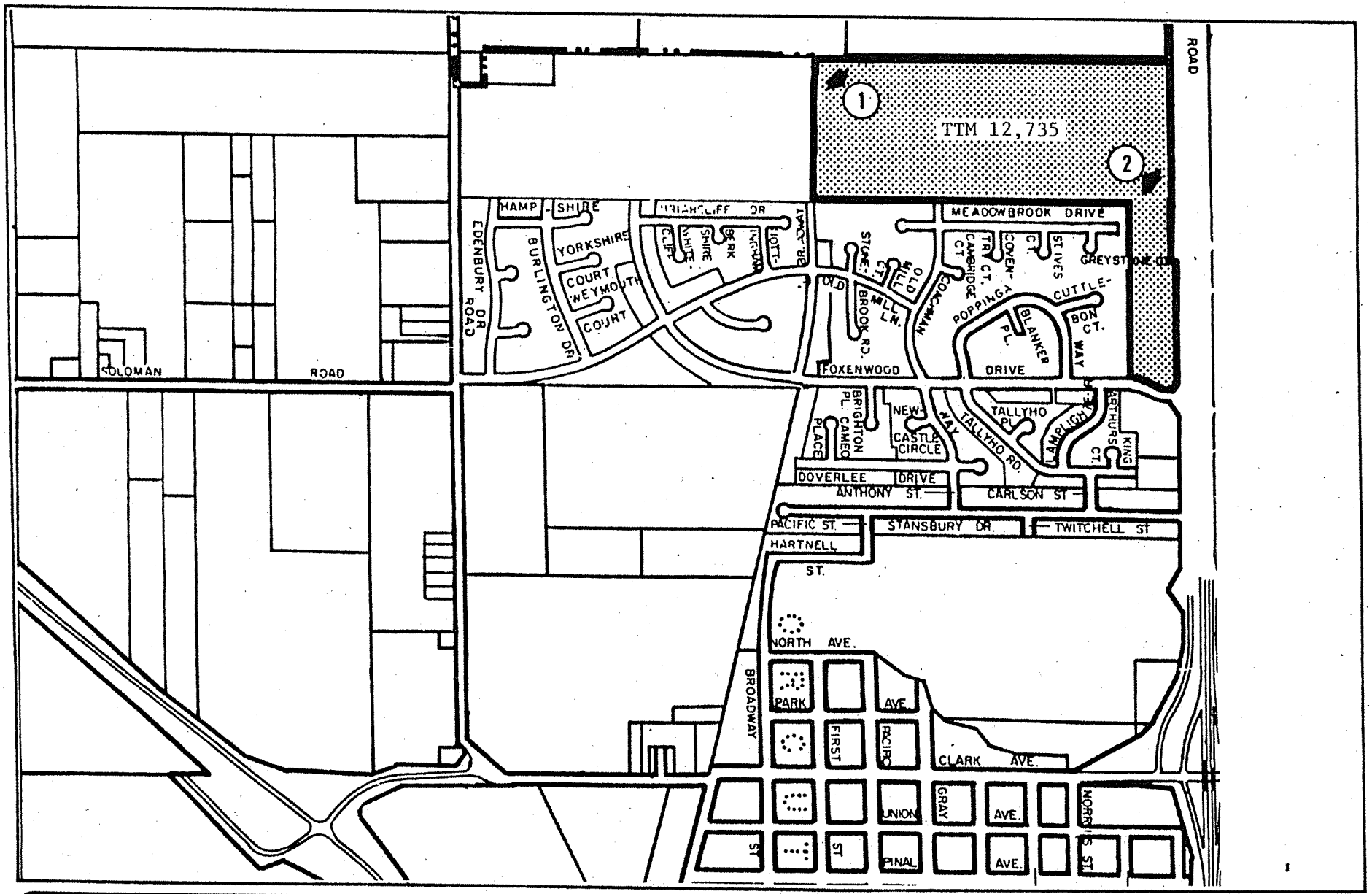

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FIGURE 20. VISUAL PERSPECTIVE LOCATION FOR TTM 12,735/ 78-RZ-16, SMITH: VISUAL SETTING

TABLE 8. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,735/78-RZ-16, SMITH

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Land Use	Construction of single family homes in airport protection zone; loss of open space	Local, regional, cumulative	
1.2 Hydrology	Water demand of 118.5 acre feet per year	Regional cumulative	Refer to regionally applicable mitigation measures; require stormwater runoff be delivered to a retention basin.

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Noise	Noise attributable to existing and projected aircraft operations	Regional, local, site	Increase noise insulation in homes by thorough caulking and weatherstripping of all doors, windows, and at the roof/wall interface.
2.2 Visual	Replacement of views of rural open space with views of an extensive residential subdivision from Orcutt Road	Local, regional	Provide ample landscaping and a buffer zone along Orcutt Road. Preserve mature eucalyptus where feasible. Clean up and landscape retention basin/open space.

continued

TABLE 8 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,735/78-RZ-16, SMITH

2 (continued). SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.3 Traffic	Increased use on California Boulevard and Hartnell Street (when complete); Increased use of frontage road and interior roads of subdivision; Denial of access from Foxenwood Drive to Orcutt Expressway (Route 135).	Local	Completion of California and Hartnell (both will then be Broadway extension from Clark to Foster).

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction	Site, local	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions	Local, regional, cumulative	Refer to regionally applicable mitigation measures.
3.2 Noise	Construction noise	Site, local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.
3.3 Biology	Removal of natural vegetation and reduction of wildlife habitat	Site, local	Preserve large eucalyptus trees at the perimeter of the project site. Landscape homes with native plants.

continued

TABLE 8 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,735/78-RZ-16, SMITH

3 (continued). ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.4 Archaeology	Slight potential for archaeological resources below surface level	Site, local, regional	

2.3 DRAINAGE. Surface water flows from the majority of the project site will be directed west and north along the proposed streets to an existing sump, or retention basin, near the northwest corner of the property. This sump was constructed by the project applicant and project engineer for the adjacent Foxenwood West subdivision.

Final plans have not been developed for the actual internal storm drainage network (Leece, 1979). It is expected, however, that runoff from some of the proposed townhouses in the southeastern portion of the site will drain to an existing culvert under Orcutt Expressway to flow west to an existing sump north of the project site. The two sumps utilized by the project will probably be linked, through some overflow facility, to the east/west drainage channel that will be built by the Santa Barbara County Flood Control District immediately north of the project site.

2.4 BIOLOGY. Development will entail the removal of the disturbed grassland vegetation and probably some large eucalyptus trees and the reduction value of habitat for the common types of wildlife inhabiting the site. However, a portion of the site has already been subjected to tree removal and grading activities. No unique, rare, or endangered plants or animals would be affected.

2.5 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 IMPACTS SUBJECT TO MITIGATION

NOISE. Projected noise increases in traffic volume on Orcutt Road will cause increases in ambient noise levels in the future. By 1981, the area within 325 feet of Orcutt Road which includes large portions of units two through five will require noise abatement measures to achieve an acceptable noise environment.

Also, single event noise levels up to 90 dBA will be experienced outdoors as a result of jet aircraft operations at Santa Maria Airport.

The proposed east/west expressway, if constructed as planned, will be located close enough to the project site to have a significant adverse effect on ambient noise levels. The exact magnitude of this effect cannot be determined at present.

VISUAL. Views from Orcutt Road of the open grassland on the project site will be replaced by views of dense residential development. The townhouses proposed for the eastern portion of the project site could be highly visible from Orcutt Road, with the single family homes on the remainder of the site apparent in the background. Existing residences along the southern boundary of the site will border the proposed single family homes, and thus no longer have partial views of the open grassland from their backyards. This loss of 92.72 acres of open space is visually significant and cannot be mitigated, though views of the proposed development can be screened. Views from the site of the surrounding area should not be significantly affected, unless the eucalyptus trees along the perimeter of the site are removed. If the trees are removed, adjacent, existing residential development to the south and west would be more visible.

TRAFFIC. The County Department of Transportation (DOT) will require that Foxenwood Drive be denied access to Route 135 (Orcutt Expressway) as a condition of approval of TTM 12,735. The purpose for this action is to avoid exacerbating an already unsafe situation at this intersection. DOT is currently completing the construction of California Boulevard (Broadway) to Foster Road. Until Hartnell connects with Broadway and becomes part of the Broadway extension through this area, residences in the Foxenwood Development will have to rely on the frontage road which parallels Route 135. The California to Foster connection is under construction and it will be completed very soon. The Hartnell to Broadway connection is scheduled in the next few years. Signalization in some areas may also occur; however, until these road extensions (known as the Broadway extension) are complete, people in the Foxenwood community will experience increased traffic and noise on some of their roadways. Streets like California Boulevard will be significantly

impacted by the change from a dead end street and is a main collector leading to Foster Road.

Project traffic intensity is summarized to be:

a) ADT of 2300 vehicles will generate 11,200 VMT upon project completion and full occupancy.

b) The project will create 25.2 one way trips per acre.

c) During the peak hours of traffic the project will add 290 vehicles on the frontage road of Orcutt Expressway.

d) New residential streets and driveways will add 8900 linear feet of roadway and 21.5 acres of paved surface.

Cumulative regional traffic impacts are discussed in the Summary of Regional Impacts.

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 118.5 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

LAND USE AND SAFETY. Construction of single family homes in the proposed airport protective zone will be inconsistent with recommended policies of the Santa Maria Public Airport District, as discussed in the Summary of Regional Impacts. In addition, 92.72 acres of open space will be lost.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 TRAFFIC AND CIRCULATION

1. Refer to regional plans and policies for measures to assist traffic flow on the Orcutt Expressway and Broadway.

2. Complete California Boulevard to Foster Road and complete Hartnell Street to Broadway.

4.2 AIR QUALITY

3. Wet down areas of soil redistribution to minimize fugitive particulate emissions.

4. Use architectural coatings (e.g., paints) with low hydrocarbon content and emissions.

5. To a reasonable extent, require construction with locally available materials and manpower to minimize emissions from transportation.

4.3 NOISE

6. Limit construction to the hours between 8:00 a.m. and 6:00 p.m.

7. Require a concrete block wall, solid in structure and six to eight feet in height, dependent on final grading.

8. For buildings adjacent to Orcutt Road require thorough caulking and weatherstripping around all windows, doors, and at the roof/wall interface. Also require double glazing of windows and noise insulation of the second story walls facing Orcutt Road.

4.4 HYDROLOGY

9. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.5 BIOLOGY

10. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

11. Preserve large eucalyptus trees at the perimeter of the project site for screening and aesthetic purposes, and for habitat use by birds.

4.6 VISUAL

12. Use extensive landscaping between the development and Orcutt Road for screening purposes. If a noise wall is provided, plant vegetation between the wall and roadway.

13. Use extensive landscaping in common areas of the townhouse portion of the development. Clean up and landscape retention basin/open space.

14. Use individualized landscaping of single family homes in order to provide relief from extensive use of manmade materials.

15. Preserve existing mature eucalyptus trees where feasible since these trees provide visual relief, as well as a separation from adjacent residential developments.

16. Limit the height of townhouses to two stories to aid in screening the development from Orcutt Road.

17. Provide a mix of compatible architectural styles for the proposed homes to prevent a monotonous appearance of the subdivision. The proposed project should also have an identity separate from adjacent subdivisions while still being homogeneous with them.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent of cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigated intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

TTM	12,676

1. SUMMARY OF IMPACTS

1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,676, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 21. The proposed project is the subdivision of 21 acres of vacant land into 59 single family residential units. This project will be developed in conjunction with TTM 12,675 and TTM 12,674.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The average selling price of each unit is estimated to be $80,000 (Molina, 1978). The proposed project will house approximately 168 persons.

LAND USE AND ZONING. The project is consistent with the existing zoning designation of 10-R-1 (single family residential with a minimum lot size of 10,000 square feet).

The project site is bordered by U.S. Highway 101 to the east. St. Joseph's High School is located to the north. Land to the west and south is presently vacant; adjacent to the site on the south is TTM 12,675. Single family residential developments are located further to the west and south. Access to the site will be provided via an extension of Kenneth Avenue.

VISUAL. Figure 22, Plates 1 and 2 depict the project site. Figure 23 indicates the vantage points from which these photographs were taken. The project site consists of 21 acres of gently rolling sand dunes stabilized by grassland vegetation, some small shrubs, and a few eucalyptus trees. Roads and trails formed by the operation of off road vehicles and motorcycles transect the site. The project site is highly visible from U.S. Highway 101. The Solomon Hills provide pleasing distant views from the site.

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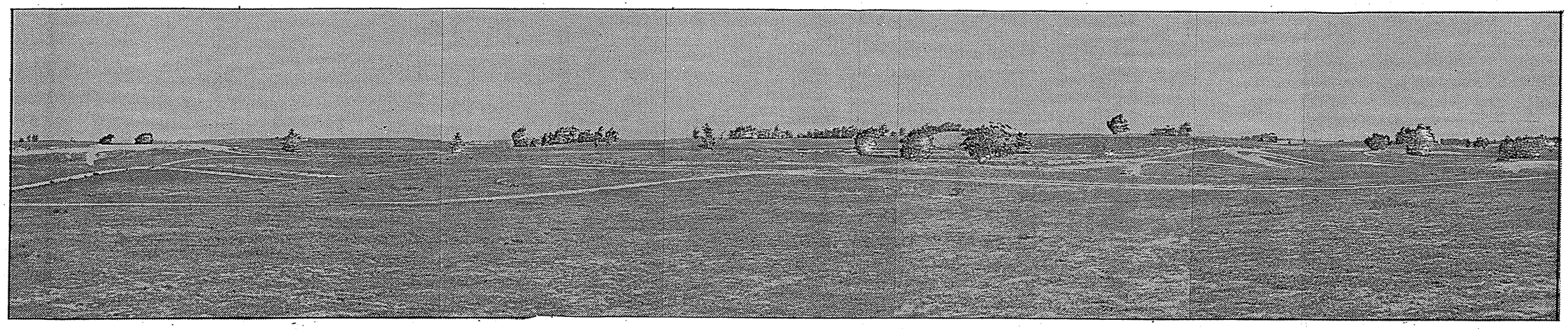
palo alto, ca. 94303

FIGURE 21. SITE PLAN FOR PROPOSED TTM 12,676, BFM



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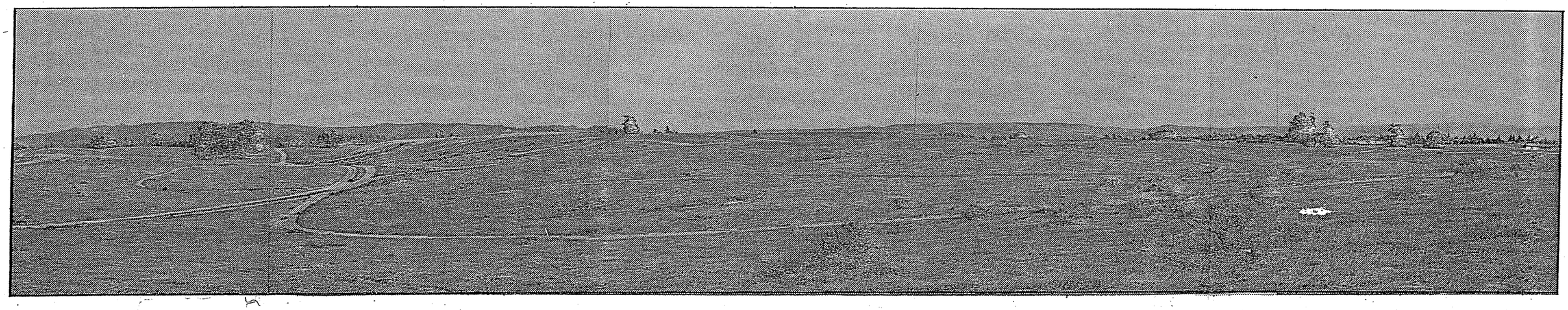

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FIGURE 22. VISUAL SETTING OF PROPOSED TTM 12,676, BFM

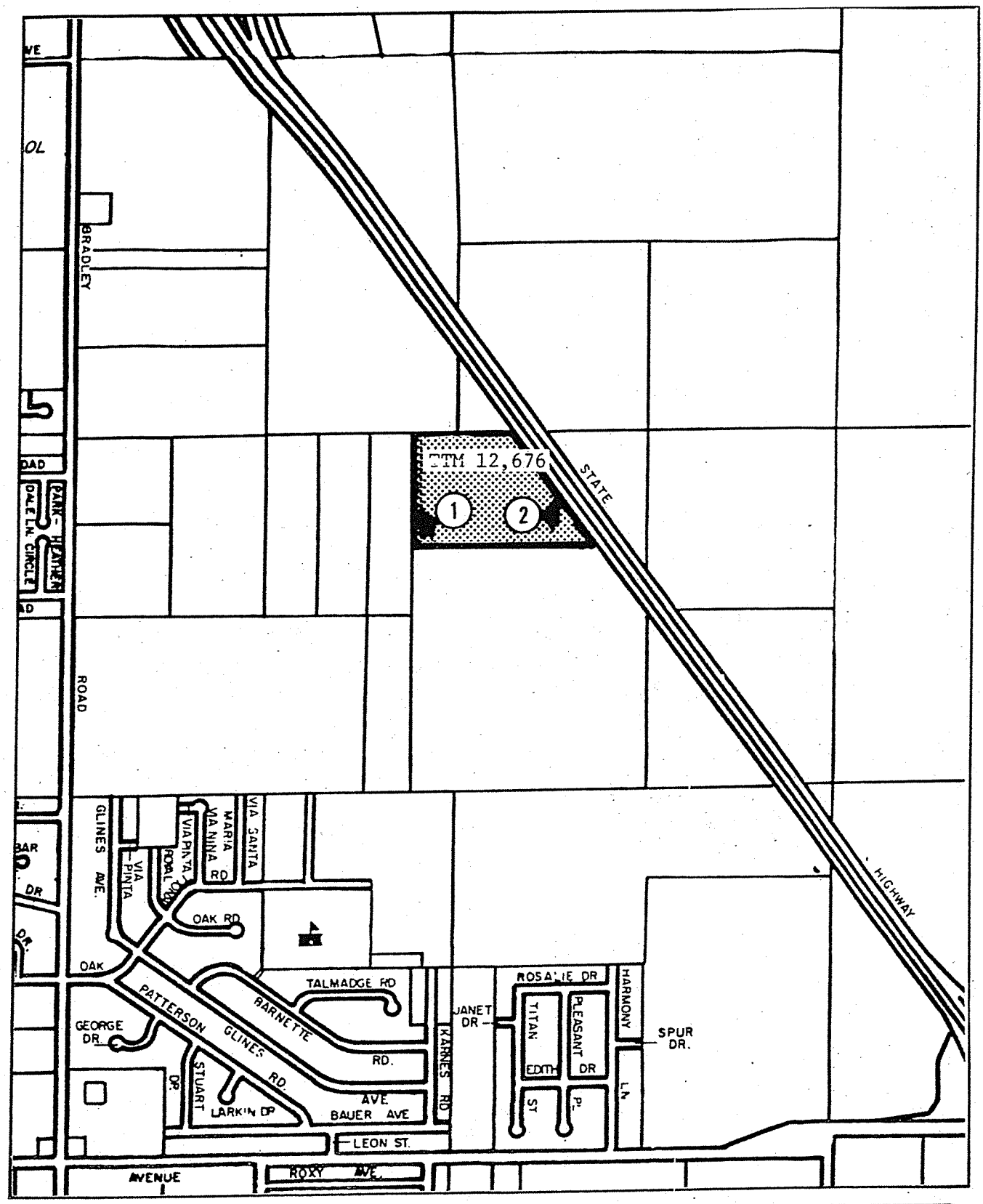

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FIGURE 23. VISUAL PERSPECTIVE LOCATION FOR TTM 12,676, BFM VISUAL SETTING

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 9 summarizes impacts and mitigation measures for TTM 12,676.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 AIR QUALITY. Construction, particularly earthmoving activities, will result in a temporary source of particulates and nitrogen oxides. Automobile activity after project completion (about 2700 vehicle miles per day) will incrementally add to the air pollution load of the Santa Maria Valley. This project will not significantly delay attainment of the National Ambient Air Quality Standards. Cumulative regional impacts are discussed in the Summary of Regional Impacts. Additionally, this development can be expected to experience odors from nearby petroleum facilities.

2.2 CONSTRUCTION NOISE. Construction will temporarily cause increased ambient noise levels near the project site. Traffic related to the project will create an unnoticeable increase in ambient noise levels in the site vicinity. Existing noise sources are sufficiently loud that a major portion of the project site will have outdoor noise levels in excess of the maximum recommended level of 60 dBA (L_{dn}) (Damron, 1978).

2.3 DRAINAGE. Stormwater runoff from the project site will collect in the street margins and flow in a northerly direction to a proposed on site sump. The drainage sump area will serve as a terminal sump for stormwater flows; no additional connections to other sumps are planned because of the extremely sandy nature of the soils.

2.4 BIOLOGY. Development will result in the removal of the existing grassland vegetation (primarily composed of introduced grasses and herbaceous annuals) and the reduction of habitat value for the common types of wildlife which utilize the project area. Some raptors which range into the project area in search of prey will be displaced to adjacent undeveloped areas. No rare or endangered plants or animals would be affected. The operation of vehicles and motorcycles across the site has already denuded a small portion of the site.

2.5 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites

TABLE 9. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,676, BFM

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measures
1.1 Land Use	Loss of open space.	Local, Regional, Cumulative	
1.2 Visual	Loss of views of rural open space to views of extensive residential subdivision from U.S. Highway 101.	Local, Regional	Provide a 100 foot setback from U.S. Highway 101, a noise wall, and landscaping between the wall and highway.
1.3 Hydrology	Water demand of 32.5 acre feet per year.	Regional, Cumulative	Refer to regionally applicable mitigation measures; require stormwater runoff be delivered to a retention basin.

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Noise	Existing noise attributable to traffic on U.S. Highway 101.	Local, Regional, Site	Build an eight to ten foot high noise barrier along U.S. Highway 101; thoroughly caulk and weatherstrip homes.
2.2 Traffic	Additional vehicles on Harmony Lane.	Local	Provide secondary access to the project site by building TTM 12,675 first.

(continued)

TABLE 9 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,676, BFM

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction.	Site, Local	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions.	Local, Regional, Cumulative	Refer to regionally applicable mitigation measures.
3.2 Noise	Construction noise.	Site, Local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.
3.3 Biology	Removal of natural vegetation and reduction of wildlife habitat.	Site, Local	Landscape homes with native plants.
3.4 Traffic	Additional paved surface	Local	Refer to regionally applicable measures.

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level.	Site, Local, Regional	

of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 SIGNIFICANT IMPACTS SUBJECT TO MITIGATION

VISUAL. The proposed project would be highly visible to travelers on U.S. Highway 101. Existing views of the rolling grassland would be replaced by views of a subdivision composed of 60 single family homes. The subdivision would contrast with the surrounding open, rural land to the north, west, and south. The loss of open space could not be mitigated, though views of the subdivision could be partially screened from the highway.

NOISE. Homes within 380 feet of U.S. Highway 101 will experience outdoor noise levels from 60 dBA (L_{dn}), the Santa Barbara County maximum recommended outdoor noise levels (Damron, 1979). Noise levels experienced indoors will meet Santa Barbara County proposed guidelines. Aircraft operations using Santa Maria Airport will also contribute to the noise levels.

TRAFFIC. Project traffic intensity is summarized to be:

a) ADT of 570 vehicles will generate 2740 VMT upon project completion and full occupancy.

b) The project will create 27.1 one way trips per acre.

c) During the peak hours of traffic the project will add 70 vehicles on Harmony Lane. Project vehicles will make 65 left turns onto Harmony Lane from Clark Avenue during the peak evening hour of traffic.

d) New residential streets and driveways will add 2750 linear feet of roadway and 3.3 acres of paved surfaces.

Cumulative regional traffic impacts are discussed in the Summary of Regional Impacts.

3.2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED

LAND USE. Two related, significant, and unavoidable impacts will result if the project is built as proposed:

a) Removal of 21 acres of open space use; and

b) Irreversible cumulative impact of development on the existing rural character of Orcutt.

It should be noted that if this site is developed along with TTM 12,675 and TTM 12,674, most of the remaining open space between Clark Avenue and Foster Avenue, a total of 78 acres, will be developed.

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 32.5 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 TRAFFIC AND CIRCULATION

1. Provide for future access to the project site via the east/west expressway.

4.2 AIR QUALITY

2. Wet down area of soil redistribution to minimize fugitive particulate emissions.

3. Use architectural coatings (e.g. paints) with low hydrocarbon content and emissions.

4. To the extent reasonable, require construction with locally available materials and manpower to minimize emissions from transportation.

4.3 NOISE

5. Limit construction operations to hours between 8:00 a.m. and 6:00 p.m.

6. Require a noise barrier to mitigate roadway noise from U.S. Highway 101. The barrier should be eight to ten feet in height dependent on final grading. Because contiguous properties are also planned for development, constructing one continuous noise barrier along this section of U.S. Highway 101 would serve all the development. At the time of construction of homes closest to the highway, a detailed noise analysis should be performed to determine the precise noise mitigation measures which are necessary, including the height and location of the noise barrier.

7. Require walls of all homes within 380 feet of U.S. Highway 101 to be thoroughly caulked and weatherstripped around windows, doors, and at the floor/wall interface.

4.4 HYDROLOGY

8. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.5 BIOLOGY

9. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater

habitat value to wildlife and require little or no fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

4.6 VISUAL

10. Provide a noise wall to divide the project site from U.S. Highway 101. On the highway side of the wall, plant trees and shrubs to screen the expanse of wall and development from travelers on the highway.

11. Provide a strip of open space, 100 feet wide and parallel to U.S. Highway 101, to act as a visual and noise buffer, by setting homes back from the highway.

12. Use individualized landscaping in order to provide visual relief from extensive use of manmade materials.

12. Provide a mix of compatible architectural styles to prevent the potentially monotonous appearance of extensive, similar housing tracts.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the

community rather than with the desires of individual developers. The rate and type of development (percent cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

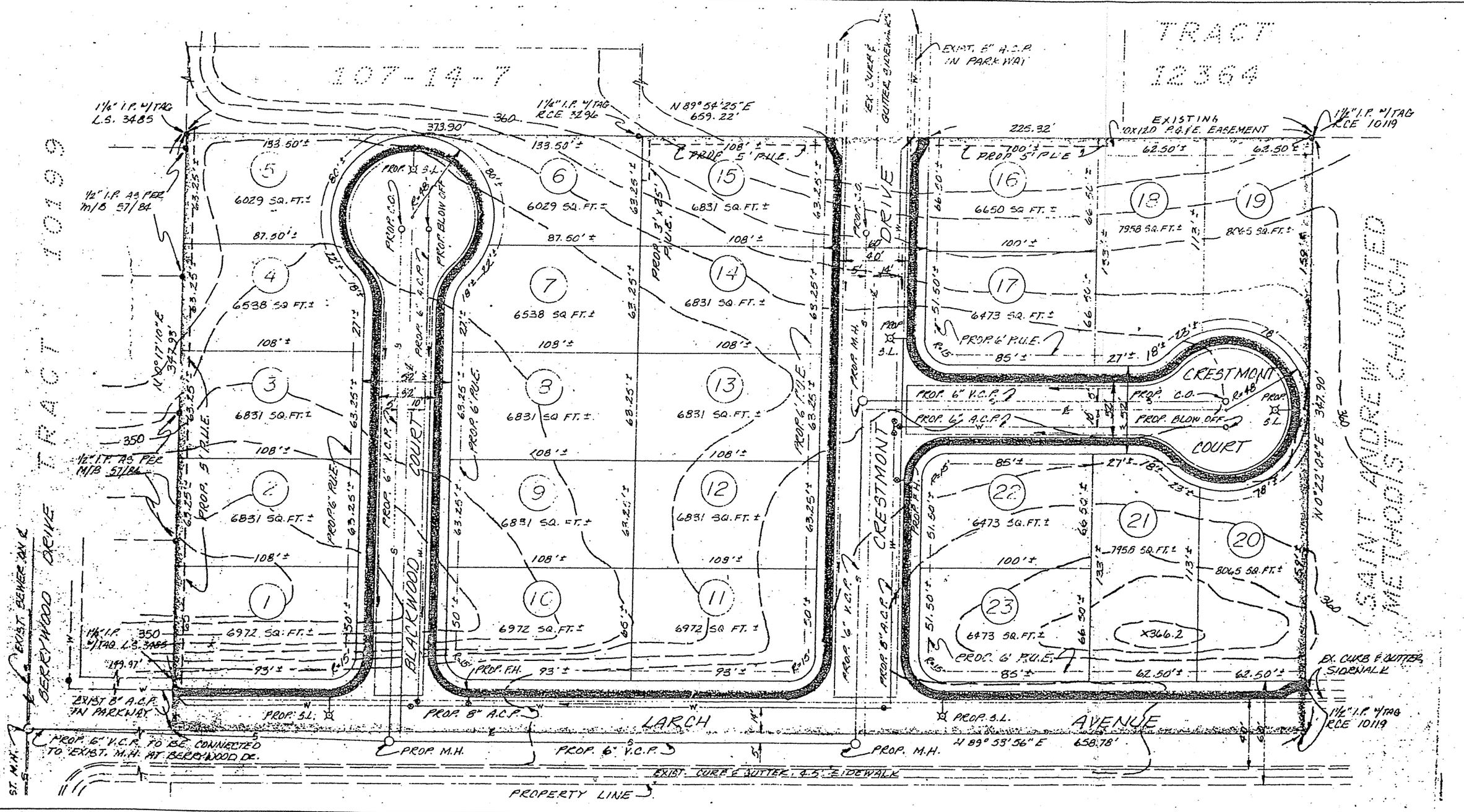
1. SUMMARY OF IMPACTS

1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,749, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 24. The proposed project is the subdivision of 4.55 acres of vacant land into 24 single family lots. The subdivider would put in all necessary improvements, and the lots would be sold. The buyers would then construct their own homes.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The fair market value of the site after development is complete is estimated to be $1.6 million. The value will depend partially upon the type of homes constructed on the lots. The proposed project will house an estimated 65 persons.

LAND USE AND ZONING. The proposed project is consistent with the existing zoning designation. Adjacent properties to the north and west are developed as single family residential subdivisions. Ernest Righetti High School is south of the site; adjacent to the site on the east is the Saint Andrew United Methodist Church. The site is being used for dirt bike riding. It is criss-crossed with trails. The site is bordered on the south by Larch Avenue, which provides access to the site.

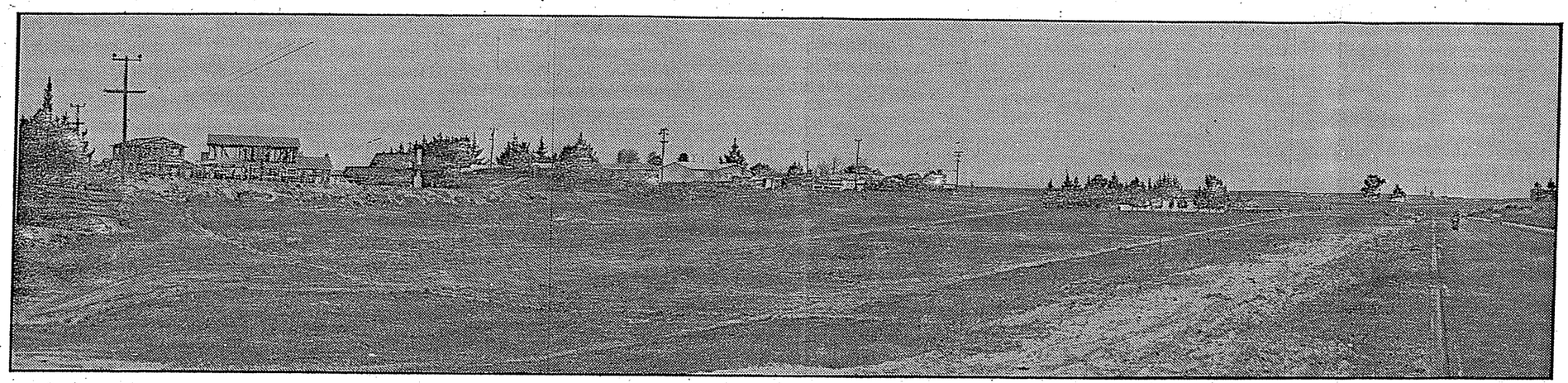
VISUAL. Figure 25 displays the existing project site. Figure 26 indicates the vantage point from which these photographs were taken. The project site consists of 4.55 acres of fairly level, disturbed grassland transected by trails. No trees or shrubs appear on the site. Single family homes border the site to the north and west. Ernest Righetti High School is directly across Larch Avenue to the south. Extensive open space lies south of the site. The project site does not lie in any major view corridor, nor are views from the site significant.



earth metrics
1000 elwell court
palo alto, ca. 94303

SCALE
1" = 55'

FIGURE 24. SITE PLAN FOR PROPOSED TTM 12,749, RENNA



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palo alto, ca. 94303

FIGURE 25. VISUAL SETTING OF PROPOSED TTM 12,749, RENNA

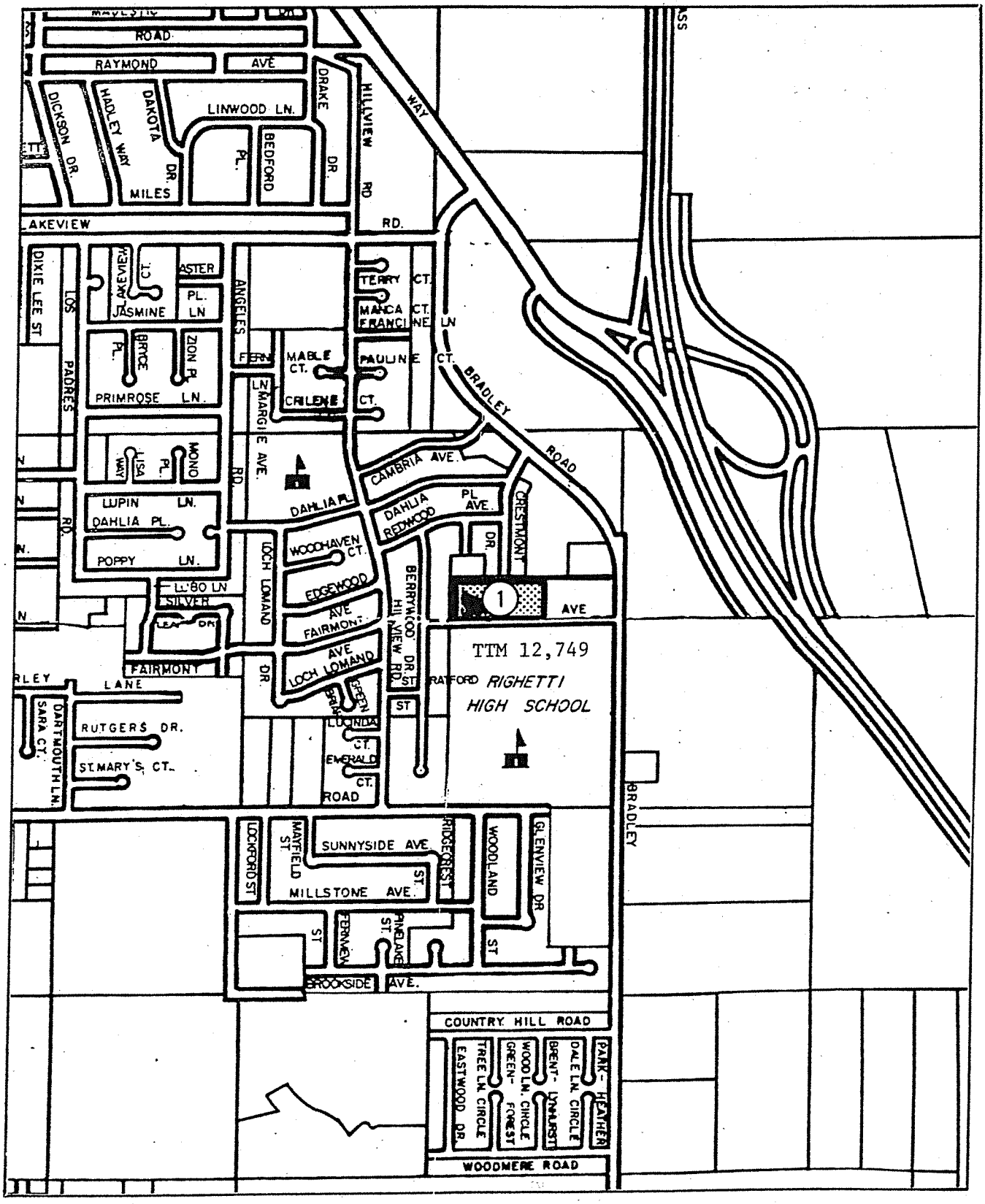


FIGURE 26. VISUAL PERSPECTIVE LOCATION FOR TTM 12,749, RENNA VISUAL SETTING

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 10 summarizes impacts and mitigation measures for TTM 12,749.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 TRAFFIC. Some traffic from the project wil use the existing residential street called Crestmont Drive. The impact of this rerouted traffic will be insignificant. Project contributions to cumulative regional traffic effects are discussed in the Initial Study.

2.2 AIR QUALITY. During periods of low precipitation earthmoving and other construction activities will produce temporary sources of total suspended particulate (TSP) and oxides of nitrogen (NO_x). The completed project will incrementally add to the atmospheric loading of the Santa Maria basin due to added traffic (approximately 1050 vehicle miles traveled per day). Transportation activity will generate emissions of carbon monoxide, oxides of nitrogen and reactive hydrocarbons; however, this increase alone will not impair local air quality attainment. During construction operations, dust will adversely impact Righetti High School. Also, occasionally the site will experience petroleum facilities odors.

2.3 CONSTRUCTION NOISE. Construction will temporarily increase the ambient noise levels near the project site above existing levels. Ernest Righetti High School will be exposed to this increase in noise levels, but will not be significantly affected by the change. Project related vehicles will produce an unoticeable increase in ambient noise levels along Larch Avenue and Bradley Road.

2.4 DRAINAGE. Stormwater runoff from the project site will be directed to Larch Avenue via street gutters along the project streets. Although specific drainage plans for the site have not been developed, stormwater flows will probably terminate upon reaching the Lakeview sump (adjacent to Bradley Road) to the north.

2.5 BIOLOGY. Development will result in the removal of disturbed, grassland vegetation, primarily composed of introduced grasses and herbs, and a further reduction in habitat value of the site. No unique, rare, or endangered plants or animals would be affected.

TABLE 10. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,749, RENNA

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED.

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Land Use	Loss of open space	Local, Regional Cumulative	Implement (regionally) clustered style development.
1.2 Hydrology	Water demand of 13 acre	Regional, Cumulative	Refer to regionally applicable mitigation measures; require stormwater runoff be delivered to a retention basin.

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED.

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
None			

CONTINUED

TABLE 10 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,749, RENNA

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction	Local, Site	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions	Local, Regional Cumulative	Refer to regionally applicable mitigation measures.
3.2 Noise	Construction noise	Site, Local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m. and prohibit excessively noisy phases of construction during school hours.
3.4 Biology	Removal of disturbed grassland vegetation and further reduction of the habitat value for wildlife	Site, Local	Landscape homes with native plants.
3.5 Traffic	Additional traffic on Crestmont Drive	Local	

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED.

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level	Site, Local, Regional	

2.6 LAND USE. Although development of this site would result in the loss of 4.55 acres of open space, this impact is not considered to be significant, since the site lies in an area that has been developed. The school, located south of the site could provide recreational opportunities for the neighborhood.

2.7 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED.

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 13 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1. AIR QUALITY.

1. Sprinkle areas of earth movement to reduce fugitive dust emission.

2. Reduce transportation related emissions by requiring the use of local manpower and materials.

4.2. NOISE.

3. Limit construction hours to those between 8:00 a.m. and 6:00 p.m. If practical, limit noisiest construction operations to hours when Righetti School is not in session.

4.3. HYDROLOGY.

4. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.4. BIOLOGY.

5. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES.

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

1. SUMMARY OF IMPACTS

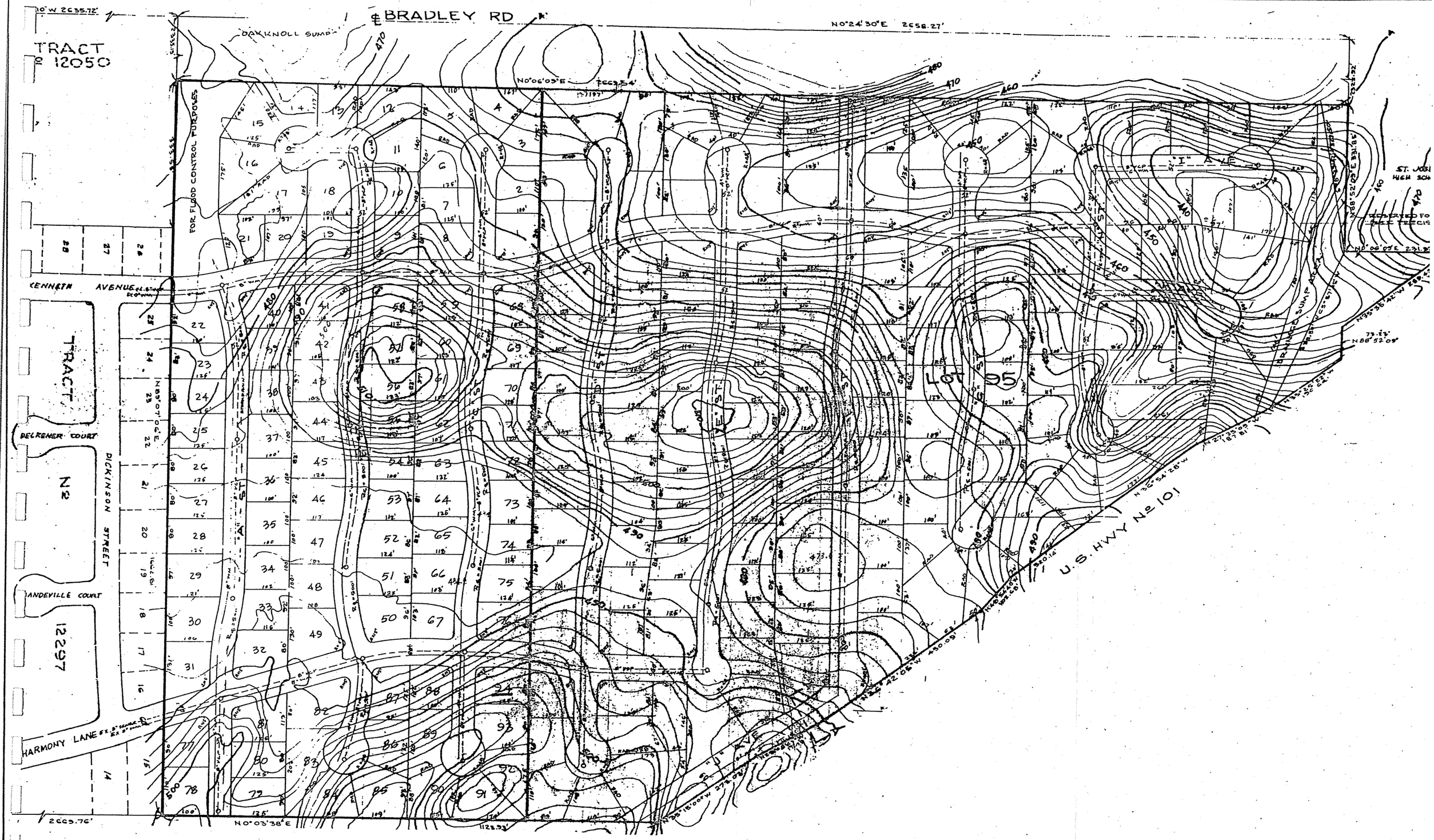
1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,674, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 27. The proposed project is the subdivision of 29 acres of vacant land into 94 single family residential units. This project will be developed in conjunction with TTM 12,675 and TTM 12,676.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The average selling price of each unit is estimated to be $80,000 (Molina, 1978). The proposed project will house approximately 268 persons.

LAND USE AND ZONING. The project is consistent with the existing zoning designation of 10-R-1 (single family residential with a minimum lot size of 10,000 square feet).

The project site is almost entirely surrounded by vacant land. To the south a single family residential development is under construction. TTM 12,675 borders the site to the north. Access to the site will be provided via extension of both Kenneth Avenue and Harmony Lane.

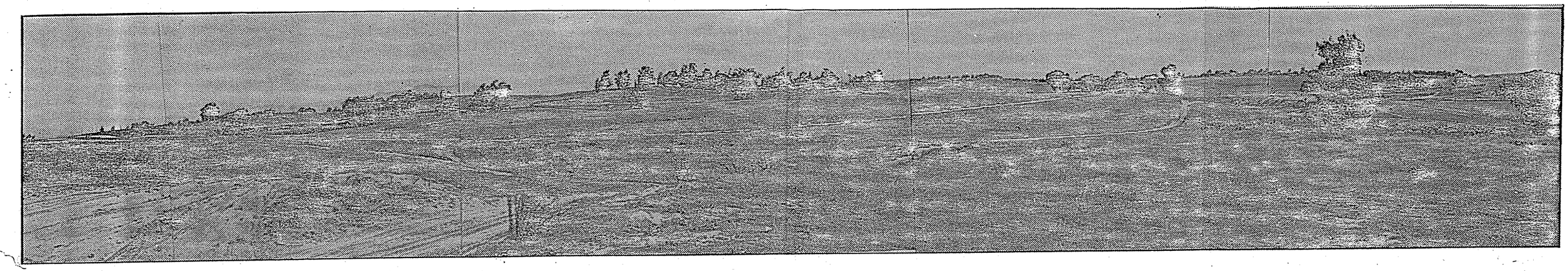
VISUAL. Figure 28, Plates 1 and 2, depicts the existing project site. Figure 29 indicates the vantage points from which these photographs were taken. The project site consists of 29 acres of gently rolling sand dunes stabilized by grassland vegetation with some small shrubs and a few eucalyptus trees. Roads and trails formed by the operation of off road vehicles and motorcycles transect the site. Larger areas, particularly an area on top of one of the dunes, have been denuded by the use of these vehicles. The project site is highly visible from U.S. Highway 101 and partially visible from homes to the south and the southwest (some are presently under construction). The Solomon Hills provide pleasing distant views from the site.



earth metrics
1000 elwell court
palo alto, ca. 94303

SCALE
1" = 200'

FIGURE 27. SITE PLAN FOR PROPOSED TTM 12,674, BFM



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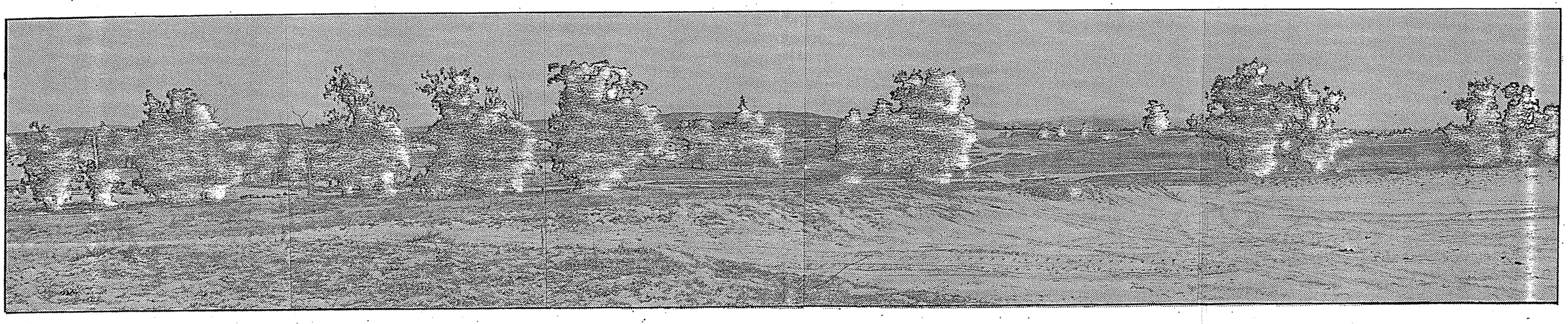

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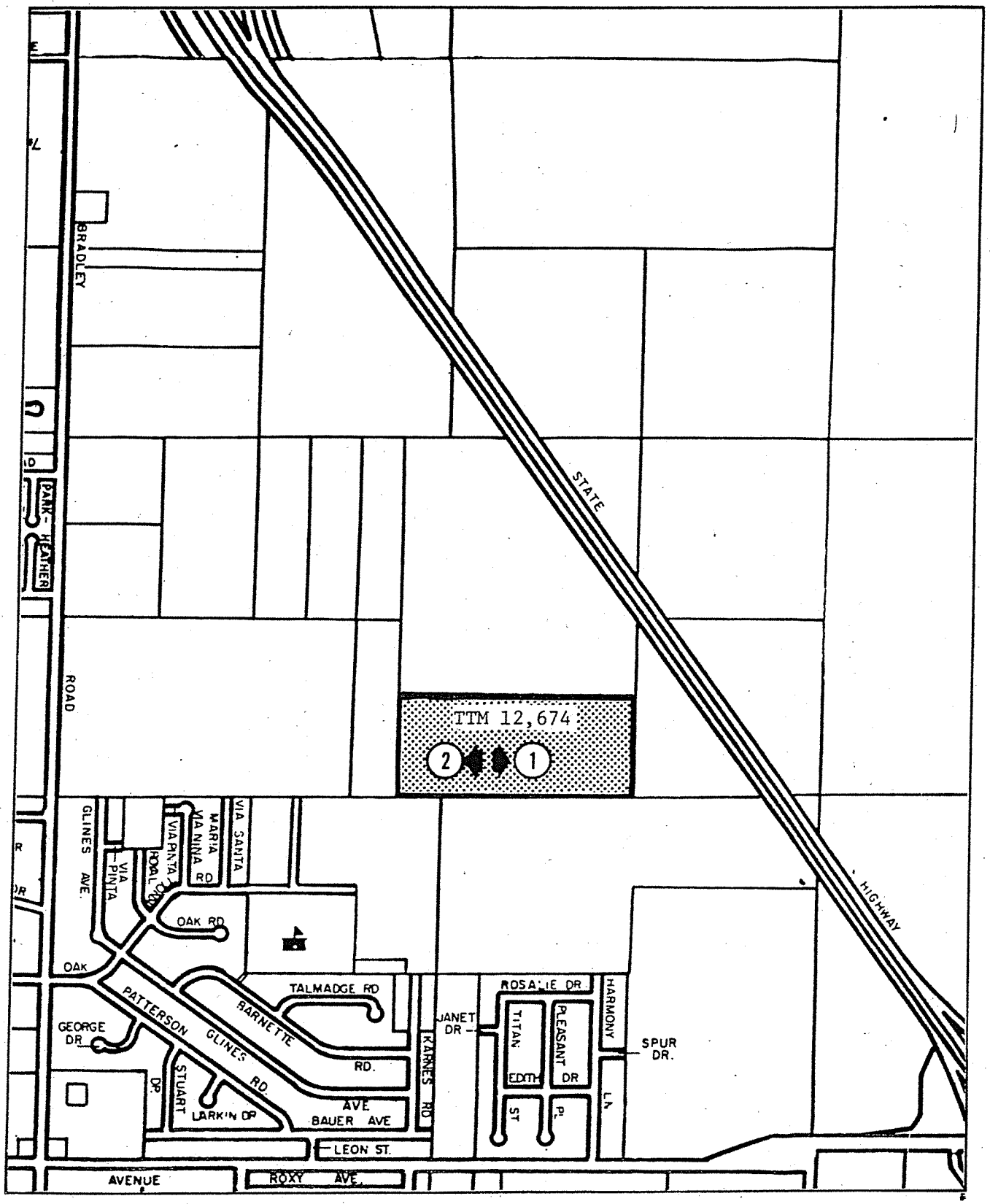
earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 28. VISUAL SETTING OF PROPOSED TTM 12,674, BFM



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SCALE
1" = 1000'

earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 29. VISUAL PERSPECTIVE LOCATION FOR TTM 12,674, BFM VISUAL SETTING

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 11 summarizes impacts and mitigation measures for TTM 12,674.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 AIR QUALITY. Construction will result in a temporary source of particulates and nitrogen oxides. Automobile activity after project completion (about 4300 vehicle miles per day) will incrementally add to the air pollution load of the Santa Maria Valley. This project will not significantly delay attainment of the National Ambient Air Quality Standards. Cumulative regional impacts are discussed in the Summary of Regional Impacts. Additionally, this development can be expected to experience unpleasant odors from time to time from nearby petroleum facilities.

2.2 NOISE. Construction will temporarily increase noise levels in the project site above existing ambient levels. Although project related vehicles will produce an unnoticeable increase in ambient noise levels in the surrounding area, existing and projected traffice along U. S. Highway 101 will produce moderately noisy conditions at the project site. Traffic on U.S. Highway 101 exposes a major portion of the project site to ambient noise levels at the 50 dBA to 60 dBA (L_{dn}) range, 60 dBA being the maximum recommended outdoor noise level for Santa Barbara County (Damron, 1978). Jet controlled aircraft from the Santa Maria Airport also contribute to the existing noise setting at the project site.

2.3 DRAINAGE. Stormwater runoff from the project site flows via the proposed street network to the southwest corner of the site where a retention area will be constructed. This retention area, to be used for flood control purposes, will actually be an extension of the existing Oak Knoll sump immediately to the west. Although specific details of the drainage plan have not yet been finalized, the site plan indicates that an underground storm drain will be constructed for the most southerly east/west street (shown as "A" Street on the Tract Map). This underground storm drain will accommodate runoff from the project site as well as runoff from the contiguous parcel to the north.

2.4 BIOLOGY. Development will result in the removal of the existing grassland vegetation (primarily composed of introduced grasses and herbaceous annuals) and the reduction of the site's habitat value for common types of wildlife

TABLE 11. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,674, BFM

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Noise	Existing and projected noise generated from U.S. Highway 101.	Local	Require a noise barrier eight to ten feet high along U.S. Highway 101; require thorough caulking and weatherstripping of homes closest to U.S. Highway 101.

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Land Use	Loss of open space.	Local, Regional, Cumulative	Implement (regionally) clustered style development.
2.2 Visual	Decrease in views of natural open space and replacement by views of a residential subdivision.	Local, Regional	Provide landscaping along the eastern boundary of the site for screening the project from U.S. Highway 101; provide individualized landscaping of homes.
2.3 Hydrology	Water demand of 51.5 acre feet per year.	Regional, Cumulative	Refer to regionally applicable mitigation measures; require stormwater runoff be delivered to a retention basin.
2.4 Traffic	Additional vehicles on Harmony Lane	Local	Complete construction of TTM 12,675 first.

(continued)

TABLE 11 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,674, BFM

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED (continued)

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.5 Air Quality	Dust and other emissions from construction.	Site, Local	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions.	Local, Regional, Cumulative	Refer to regionally applicable mitigation measures.

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Biology	Displacement of vegetation and wildlife habitat	Site, Local	Landscape homes with native plants.
3.2 Traffic	Additional paved Surfaces.	Local	Refer to regionally applicable measures.
3.3 Noise	Construction noise	Site, Local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level.	Site, Local, Regional	

expected to utilize the project area. Some raptors which range into the project area in search of prey will be displaced to adjacent undeveloped areas. No rare or endangered plants or animals would be affected. The operation of vehicles and motorcycles on the site has already denuded a small portion of the site.

2.5 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 SIGNIFICANT IMPACTS SUBJECT TO MITIGATION

TRAFFIC. Project traffic intensity is summarized to be:

a) ADT of 900 vehicles will generate 4320 VMT upon project completion and full occupancy.

b) The project will create 31.0 one way trips per acre.

c) During the peak hours of traffic the project will add 110 vehicles on Harmony Lane. Project vehicles will make 100 left turns onto Harmony Lane from Clark Avenue during the peak evening hour of traffic.

d) New residential streets and driveways will add 5800 linear feet of roadway and 7.5 acres of paved surface.

Cumulative regional traffic impacts are discussed in the Summary of Regional Impacts.

3.2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES STATEMENTS OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

VISUAL. The proposed project will be highly visible to travelers on U.S. Highway 101 and to the future residents of homes under construction immediately south of the site. Adjacent residences that are currently located southwest and south of the site may also partially view the proposed development. Views of the existing rolling grassland would be replaced by views of a residential subdivision composed of 95 single family homes. The subdivision would contrast with the adjacent open rural land to the west. The loss of open space could not be mitigated, though views of the subdivision could be partially screened from the highway. Because the project is of the same general type as adjacent residential development to the south and southwest, it should not be a significant impact to the residents of the existing homes; however, some homes directly overlooking the site will experience a decrease in the feeling of openness in northerly views. The proposed subdivision should seek to be homogeneous with existing, adjacent homes, while maintaining a distinct identity to prevent the potential monotony of extensive, similar housing tracts. Views from the site of the Solomon Hills should not be significantly affected.

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 51.5 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

LAND USE. Two related, significant, and unavoidable impacts will result if the project is built as proposed:

a) Removal of 29 acres from open space use; and

b) Irreversible cumulative impact of development on the existing rural character of Orcutt.

It should be noted that if this site is developed along with TTM 12,675 and TTM 12,676, most of the remaining open space between Clark Avenue and Foster Avenue, a total of 78 acres, will be developed.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 TRAFFIC AND CIRCULATION

1. Provide for future access to the project site via the proposed east-west expressway.

4.2 AIR QUALITY

2. Wet down area of soil redistribution to minimize fugitive particulate emissions.

3. Use architectural coatings (e.g. paints) with low hydrocarbon content and emissions.

4. To the extent reasonable, require construction with locally available materials and manpower to minimize emissions from transportation.

4.3 NOISE

5. Limit construction to hours between 8:00 a.m. and 6:00 p.m.

6. Require a concrete block wall, solid in structure and eight to ten feet in height above the level of U.S. Highway 101, that will provide adequate mitigation of roadway noise at the project site.

4.4 HYDROLOGY

7. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.5 BIOLOGY

8. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticides, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

4.6 VISUAL

9. Require the dedication of open space in the tract to be maintained by a homeowners' association.

10. Plant trees and shrubs along the eastern boundary of the project site to screen the site from travelers on U.S. Highway 101.

11. Use individualized landscaping in order to provide visual relief from extensive use of manmade materials.

12. Provide a mix of compatible architectural styles for the proposed homes to prevent a monotonous appearance of the subdivision. The proposed project should also have an identify separate from existing, adjacent subdivisions while still being homogeneous with them.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

TTM	12,770

1. SUMMARY OF IMPACTS

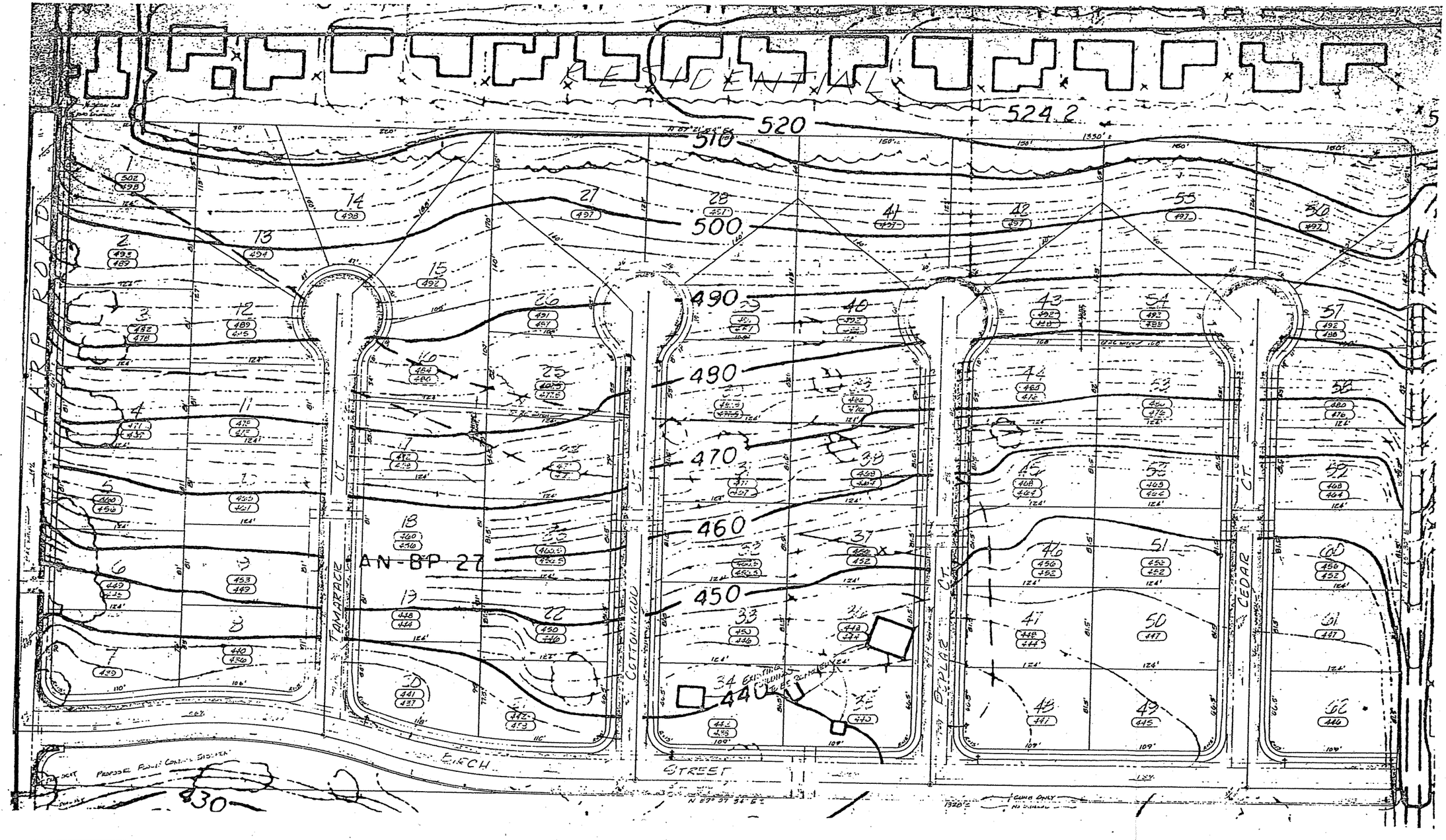
1.1 PROJECT DESCRIPTION AND SETTING. The proposed residential development, TTM 12,770, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is present in Figure 30. The proposed project is the subdivision of 19.93 acres into 62 single family homes. The site is presently vacant, except for two structures that are proposed to be removed.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The average selling price of each unit is estimated to be $70,000 to $85,000 (Bethel, 1979). The proposed project will house an estimated 177 persons.

LAND USE AND ZONING. The proposed project is consistent with existing general plan and zoning designations (low density residential and 10-R-1). Land to the east and south of the site is undeveloped; a drainage channel borders the site to the south. Existing single family residential development is located to the north; townhouses are under construction to the west.

The site is bordered by Ken Avenue to the north and by Harp Road to the west. Access to the site will be provided via Harp Road, which presently dead ends near the northern boundary of the site.

VISUAL. Figure 31, Plates 1 and 2 displays the existing project site. Figure 32 indicates the vantage points from which these photographs were taken. The 19.93 acre project site consists of a hillside largely covered by annual grasses with rows of eucalyptus trees along the northern and western boundaries and sparsely scattered trees, including the coast live oak, on other portions of the site. The site has direct and pleasing views of the Solomon Hills and overlooks the intervening scenic area which is largely undeveloped. The site is partially visible from the proposed extension of Harp Road and the homes currently under construction along the western side of Harp Road. Additionally, existing homes approximately one fourth to one half of a mile to the south (via Alta to Stubblefield Road) probably view



earth metrics
1000 elwell court
palo alto, ca. 94303

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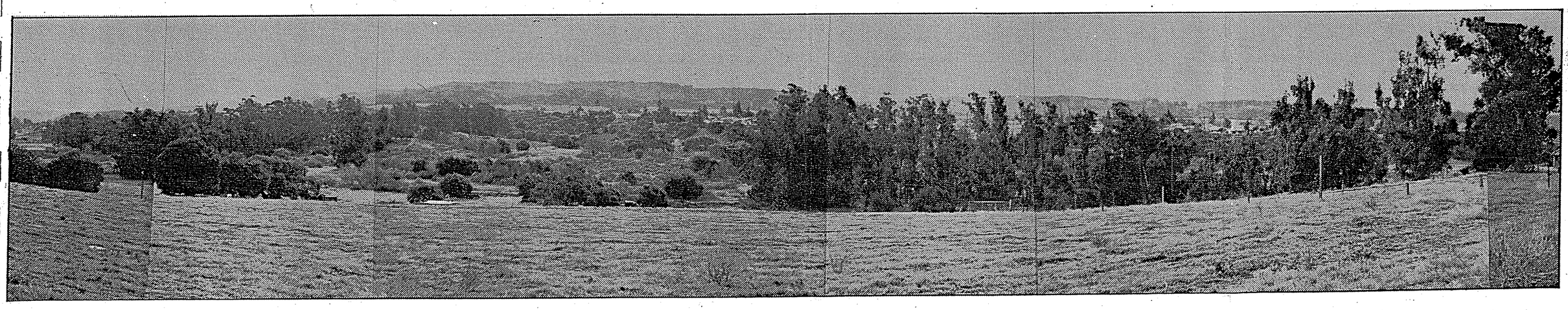
SCALE
1" = 100'

FIGURE 30. TENTATIVE TRACT MAP FOR PROPOSED TTM 12,770, HARP

1



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earth metrics
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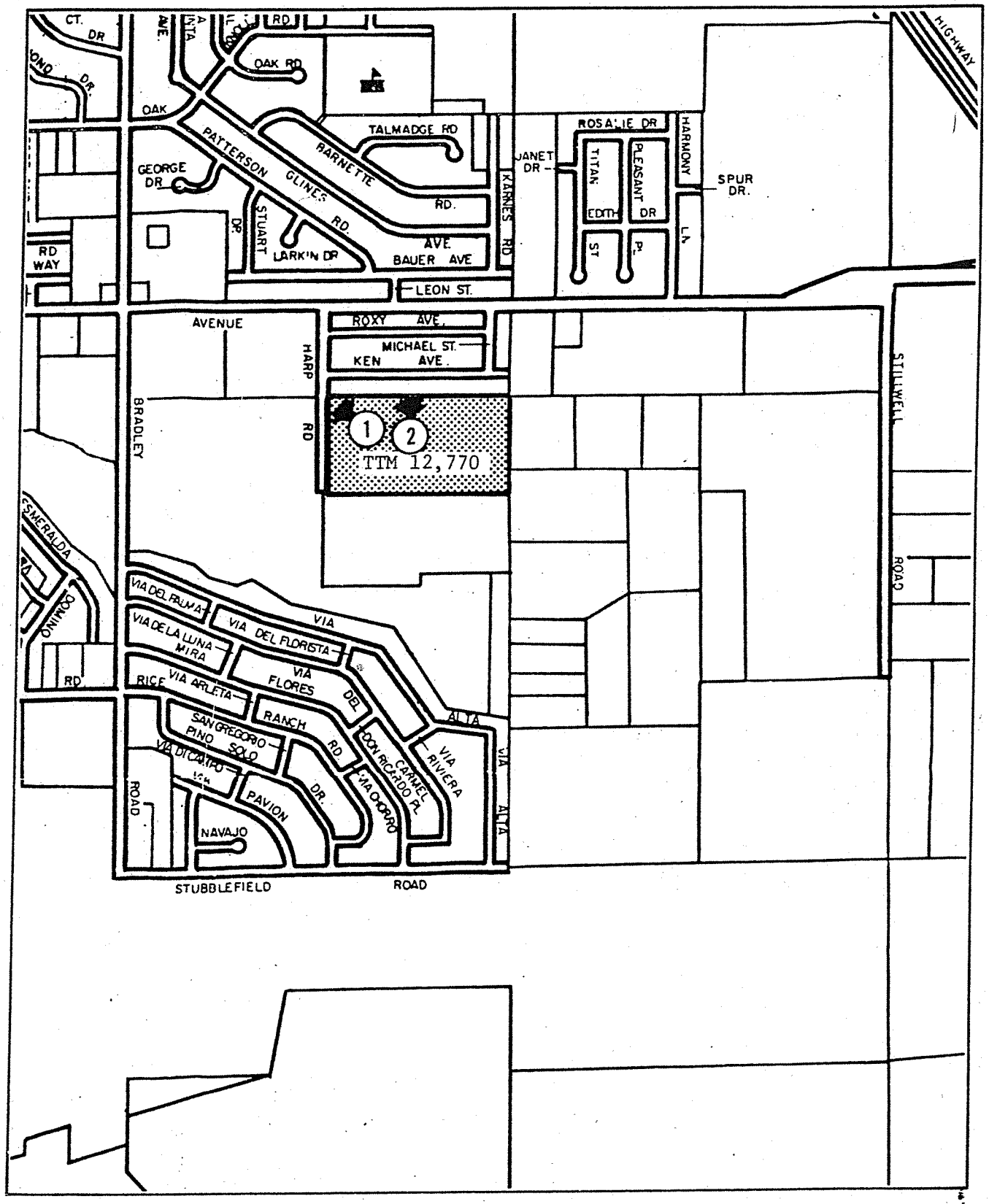
palo alto, ca. 94303

FIGURE 31. VISUAL SETTING OF PROPOSED TTM 12,770, HARP



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1" = 1000'

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palo alto, ca. 94303

FIGURE 32. VISUAL PERSPECTIVE LOCATION FOR TTM 12,770, HARP VISUAL SETTING

portion of the hillside.

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 12 summarizes impacts and mitigation measures for TTM 12,770.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 TRAFFIC. Several measures of project traffic intensity were applied in the traffic analysis. These include the project's average daily traffic (ADT) and daily vehicle miles of travel (VMT), number of one way trips per acre of development, volume of one directional traffic making left turns during peak hours of traffic, and linear feet and acreage of paved street surfaces. Project traffic intensity is summarized to be:

a) ADT of 590 vehicles would generate 2830 VMT upon completion and full occupancy of 62 single family homes.

b) The project would create 29.6 one way trips per acre.

c) During the peak a.m. hour of traffic the project would add 70 vehicles making left turns onto Clark Avenue from Harp Road.

d) New residential streets and driveways would add over 2200 linear feet of roadway and 2.9 acres of paved surface.

In addition, project plans call for four cul de sacs from a new residential street that intersects Harp Road. An alternative that provides secondary access to the project would be to connect either Birch Street and/or Cedar Court with Michael Street and/or Ken Avenue. The principal benefit of this alternative is improved safety; however, the alternative may not be feasible because of the existing residence that would have to be relocated. Activity with the local church and school (St. Louis De Montford) exacerbate pedestrian (school children) and traffic problems on Harp Road. The intersection of Clark Avenue and Harp Road will also be adversely impacted due to the added traffic and short sight distance. Cumulative regional impacts are discussed in the Summary of Regional Impacts.

TABLE 12. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,770, HARP

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Land Use	Hazard because site lies in airport approach zone; loss of open space	Site	Change Land Use type
1.2 Hydrology	Water demand of 33 acre feet per year	Regional	Refer to regionally applicable mitigation measures; require storm water runoff be delivered to a retention basin.

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Visual	Decrease in views of natural open space and replacement by views of a residential subdivision	Site, Local	Plant trees along the southern boundary of the site and within the development to screen the project; preserve eucalyptus along the western boundary for screening. Develop a 60 foot wide natural buffer on the south side of the property.

(continued)

TABLE 12 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,770, HARP

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Traffic	Increase problems at Harp Road and Clark Avenue. Additional pavement. Exacerbate existing pedestrian (school children) and traffic problems	Local, Regional	Connect Ken Avenue and/or Michael Street to Birch Street and/or Cedar Court. Perform feasibility study. Refer to regionally applicable measures. Widen Harp Road.
3.2 Air Quality	Dust and other emissions from construction	Local, Regional	Wet down disturbed soil, and use locally available materials and manpower.
	Projected related traffic emissions		Refer to regionally applicable mitigation measures.
3.3 Noise	Construction noise	Local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.
	Noise attributable to existing and projected aircraft noise		Increase noise insulation in homes by thorough caulking and weatherstripping.
3.4 Biology	Removal of natural vegetation and further reduction of low wildlife habitat value		Landscape homes with native plants. Preserve all mature oak trees and eucalyptus trees at the site perimeter. Develop a 60 foot wide natural open space along the southern side of the property.

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources		None

2.2 AIR QUALITY. During periods of low precipitation earthmoving activities will produce temporary sources of total suspended particulate (TSP) and oxides of nitrogen (NO_x). The completed project will incrementally add to the atmospheric loading of the Santa Maria basin due to added traffic (approximately 2800 vehicle miles traveled per day). This travel will generate emissions of carbon monoxide, oxides of nitrogen and reactive hydrocarbons; the project will not singly impair local air quality attainment.

2.3 NOISE. Construction will temporarily increase ambient noise levels near the project site above existing levels. The project site is quiet because of its isolation from major sources of vehicular traffic noise. Traffic related to the project will increase ambient noise levels unnoticeably along Harp Road and Clark Avenue. However, the site is directly beneath the approach path of jet aircraft for the Santa Maria Airport. Although the project site has ambient noise levels considerably below the maximum recommended levels for residential areas, single event noise levels as high as 80 to 90 dBA will be experienced outdoors when jet aircraft are approaching a landing at the Santa Maria Airport. Noise will continue to be a problem that will only worsen over time. The topography in this area extends the transmission of sound and increased development and airplane traffic will occur in the future.

2.4 DRAINAGE. Surface water drainage at each of the lots will flow to the proposed cul de sacs before flowing south to Birch Street. The street gutters (and streets) will be constructed at grade and will direct stormwater runoff to Orcutt Creek immediately south of the project site. Because of the steep slopes found at the site, individual lots will be terraced, as shown on tentative tract map. Drainage in this area has been known to be a problem over the years. Soils are very erosive and flooding has occurred. This project will not produce a significant impact; however, two proposed projects not included in this EIR may act separately and/or together to produce significant adverse impacts. Surface water flows that reach Solomon Creek (also referred to as Orcutt Creek) will be retained in some sort of retention basin. This basin would help prevent downstream flooding and aid in recharging groundwater resources. Specific plans to accommodate stormwater runoff flows are now being developed by the project applicant and the Santa Barbara County Flood Control District.

2. 5 BIOLOGY. Development will result in the removal of existing introduced grassland vegetation and possible some oak and encalyptus trees. Reduction in the extent and value of habitat for the common types of wildlife expected to utilize the site will also occur. No rare or endangered plants or animals would be affected. The biological impact of this area is not significant; however, three additional projects are proposed in this area which, together, may produce significant adverse impacts. This 20 acre parcel has productive habitat and is of value to local residents; its loss will be highly adverse.

2. 6 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical site of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 SIGNIFICANT IMPACTS SUBJECT TO MITIGATION

VISUAL. The project site will be highly visible from Harp Road and to residences under construction along the western side of Harp Road, if the eucalyptus trees along the wester boundary of the site are removed. If the trees remain, the site will be largely screened from these vantage points. Changes in views from these areas are not significant because Harp Road will not have a great viewer capacity (i.e., it is a dead end residential street) and most of the homes under construction should not have views of the site. However, many homes in the neighborhood located approximately one half mile south of the site would experience a replacement of views of the open, grassy hillside with views of a subdivision 62. The decrease in openness and rural vistas in their northerly view may be considered a negative impact. Views from the site of the Solomon Hills should not be significantly affected, unless tall, dense landscaping is planted along the southern boundary to screen the development from the nieghborhood to the south. Residents on the south side of Ken Avenue will experience significant adverse visual impacts if proper screen is not provided.

3.2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 33 acres feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

LAND USE/SAFETY. The site lies in the approach zone of the major runway of the Santa Maria Airport (see Figure 1 and the Summary of Regional Impacts). The Santa Maria Public Airport District has a policy of prohibiting development within the approach zone (Berry, 1979). Development of this site would be in direct conflict with this airport district policy.

In addition, the site lies at the outskirts of development in Orcutt. For this reason the following two related significant and unavoidable impacts will result if the project is build as proposed.

a) Removal of 19.93 acres of open space use; and

b) Irreversible cumulative impact of development on the existing rural character of Orcutt.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4. 1 TRAFFIC AND CIRCULATION

1. Study the feasibility of providing secondary, emergency vehicle access to the proposed homes via Michael Street.

2. Widen Harp Street and connect Birch Street and/or Cedar Court through to Ken Avenue and/or Michael Street.

4. 2 AIR QUALITY

3. Wet down area of soil redistribution to minimize fugitive particulate emissions.

4. Use architectural coatings (e.g., paints) with low hydrocarbon content and emissions.

5. Favor construction with locally available materials and manpower to minimize emissions from transportation.

4.3 NOISE

6. Limit construction hours to those between 8:00 a.m. and 6:00 p.m.

7. Require noise insultation in homes by thorough caulking and weather-stripping around windows, doors, and at the roof/wall interface.

4.4 HYDROLOGY

8. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.5 BIOLOGY

9. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or not fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

10. Preserve all mature oak trees and the eucalyptus trees near the perimeter of the site for visual and aesthetic purposes and for use by birds. (Oaks are of greater value to wildlife than eucalyptus).

11. Create a natural buffer 60 feet wide on the south side of the subdivision.

4.6 VISUAL

12. Plant trees and shrubs along the southern boundary of the site to partially screen views of the project from existing residences to the south. Preserve existing eucalyptus trees along the western boundary of the site to screen views from Harp Road.

13. Use individualized landscaping of single family homes in order to provide visual relief from extensive use of manmade materials.

14. Provide a mix of compatible architectural styles for proposed homes which would have a separate identity from adjacent subdivisions and are homogeneous with them, to prevent the potentially monotonous appearance of extensive, similar housing tracts.

15. Create a natural buffer 60 feet wide on the south side of the subdivision.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative that affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

4. Reduce the density of the development so there will be a land use buffer between urban development and ranchette development.

TTM 12,675

1. SUMMARY OF IMPACTS

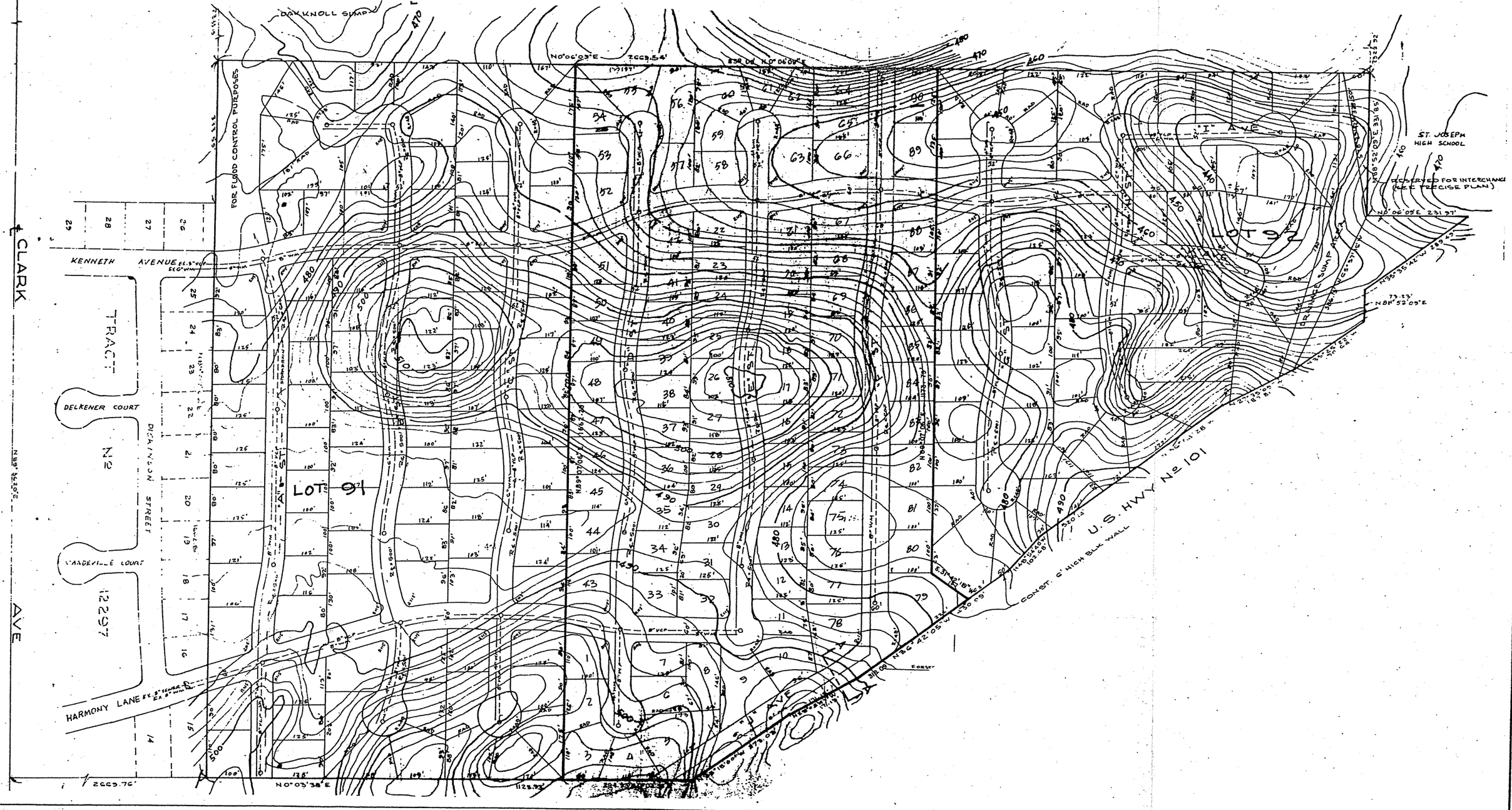
1.1 PROJECT DESCRIPTION AND SETTING. The project site, TTM 12,675, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 33. The proposed project is the subdivision of 28 acres of vacant land into 90 single family residences. This project will be developed in conjunction with TTM 12,674 and TTM 12,676.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The average selling price of each unit is estimated to be $80,000 (Molina, 1978). The proposed project will house approximately 257 persons.

LAND USE AND ZONING. The project is consistent with the existing zoning designation of 10-R-1 (single family residential with a minimum lot size of 10,000 square feet).

The project site is almost entirely surrounded by vacant land. TTM 12,676 is adjacent to the site on the north; adjacent on the south is TTM 12,674. The northeast corner of the site abuts U.S. Highway 101. Access to the site will be provided via extensions of both Kenneth Avenue and Harmony Lane.

VISUAL. Figure 34, Plates 1 and 2, depicts the existing project site. Figure 35 indicates the vantage points from which these photographs were taken. The project site consists of 28 acres of gently rolling sand dunes stabilized by grassland vegetation, some small shrubs, and a few eucalyptus trees. Roads and trails formed from the operation of off road vehicles and motorcycles transect the site. The tops and slopes of some dunes are denuded from the use of these vehicles. The project site is highly visible from U.S. Highway 101. Pleasant distant views of the Solomon Hills are available from the site.

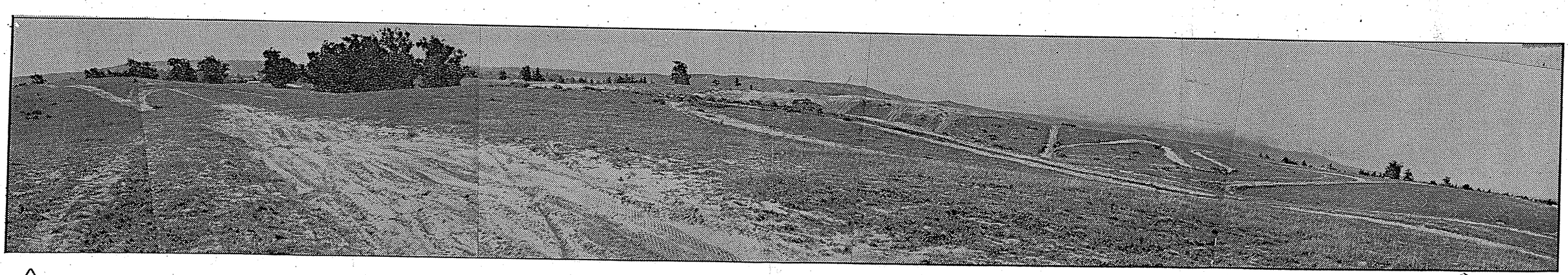


earth metrics
1000 elwell court
palo alto, ca. 94303

SCALE
1" = 220'

FIGURE 33. SITE PLAN FOR PROPOSED TTM 12,675, BFM

1



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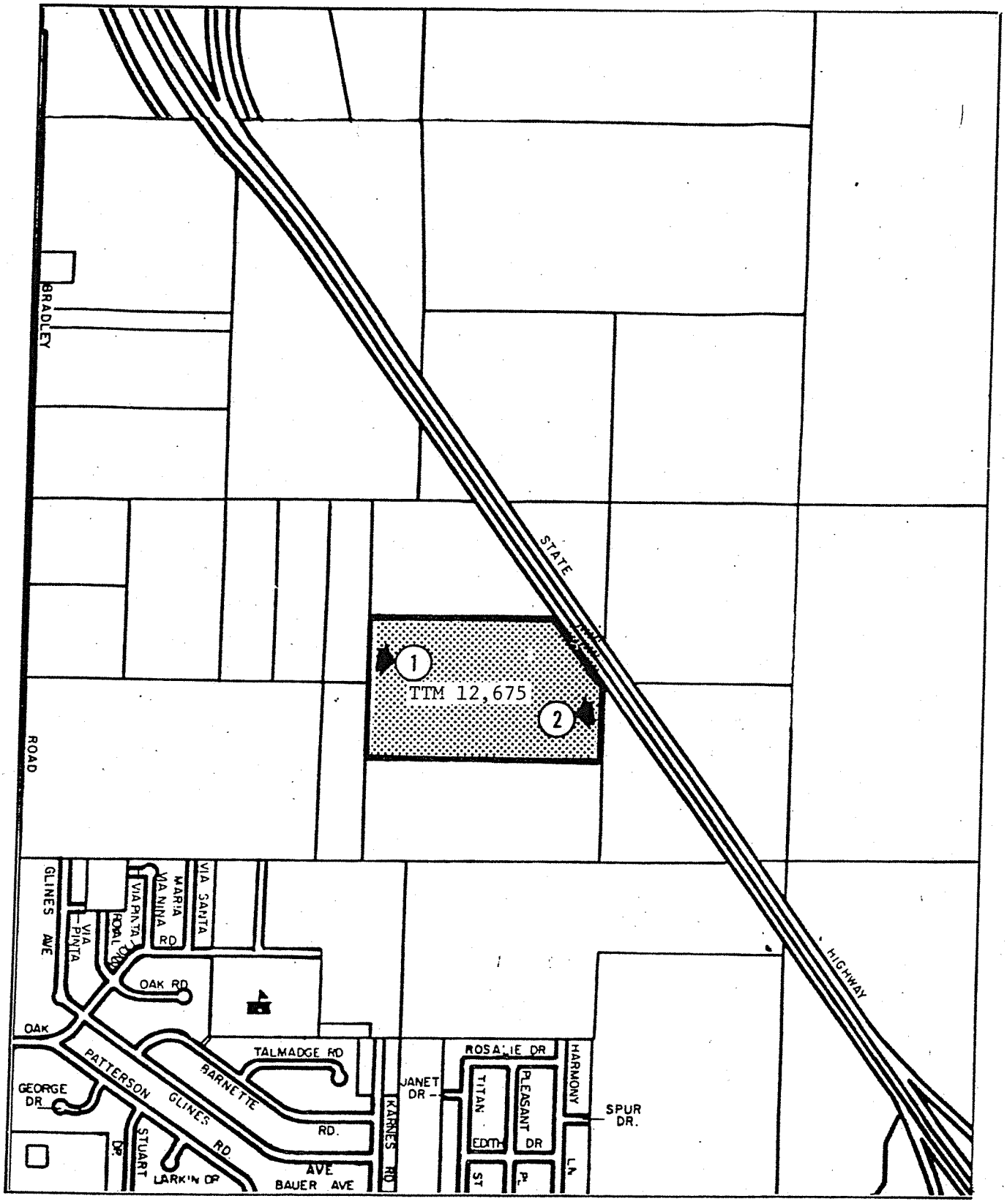
earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 34. VISUAL SETTING OF PROPOSED TTM 12,675, BFM



SCALE
1" = 1000'

earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 35. VISUAL PERSPECTIVE LOCATION FOR TTM 12,675, BFM VISUAL SETTING

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 13 summarizes impacts and mitigation measures for TTM 12,675.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 AIR QUALITY. Construction will result in a temporary source of particulates and nitrogen oxides. Automobile activity after project completion (about 4100 vehicle miles per day) will incrementally add to the air pollution load of the Santa Maria Valley. Alone, this project will not delay attainment of the National Ambient Air Quality Standards. Cumulative regional impacts are discussed in the Summary of Regional Impacts. Additionally, this site will experience odor from nearby petroleum facilities occasionally.

2.2 CONSTRUCTION NOISE. Construction will temporarily cause increased ambient noise levels near the project site. Traffic related to the project will create an unnoticeable increase in ambient noise levels of the surrounding area. Existing noise sources are sufficiently loud that portions of the project site will have outdoor noise levels in excess at the maximum recommended level of 60 dBA (L_{dn}).

2.3 DRAINAGE. Stormwater runoff from the project site will flow, via the proposed street system, into the contiguous parcel to the south (TTM 12,674) before eventually reaching the Oak Knoll sump to the soutwest. A portion of this flow may be retained in the extension of Oak Knoll sump that is planned for TTM 12,674. No specific retention areas are planned on site.

2.4 BIOLOGY. Development will result in the removal of the existing grassland and vegetation (primarily composed of introduced grasses and herbaceous annuals) and the reduction of habitat value for the common types of wildlife expected to utilize the area. Some raptors which range into the project area in search of prey will be displaced to adjacent undeveloped areas. Nor rare or endangered plants or animals would be affected. The operation of vehicles and motorcycles on the site has already denuded a small portion of the site.

2.5 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites

TABLE 13. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,675, BFM

1. SIGNIFICANT UNABOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Land Use	Loss of open space.	Local, Regional, Cumulative	Implement (regionally) clustered style development.
1.2 Visual	Loss of views of rural open space to views of extensive residential subdivision from U.S. Highway 101.	Local, Regional	Provide a 100 foot setback from U.S. Highway 101 and landscaping between the two.
1.3 Hydrology	Water demand of 50 acre feet per year.	Regional, Cumulative	Refer to regionally applicable mitigation measures; require stormwater runoff be delivered to a retention basin.

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Noise	Existing noise attributable to traffic on U.S. Highway 101.	Site, Local	Build an eight to ten foot high noise barrier along U.S. Highway 101; thoroughly caulk and weatherstrip homes within 380 feet of U.S. Highway 101.
2.2 Traffic	Additional vehicles on Harmony Lane. Traffic circulation.	Local	Provide secondary access to the project site. Build TTM 12,675 first.

(continued)

TABLE 13 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,675, BFM

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST			
3.1 Air Quality	Dust and other emissions from construction.	Site, Local	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions	Local, Regional, Cumulative	Refer to regionally applicable mitigation measures.
3.2 Noise	Construction noise.	Site, Local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.
3.3 Biology	Displacement of vegetation and wildlife habitat.	Site, Local	Landscape homes with native plants.
4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED			
4.1 Archaeology	Slight potential for archaeological resources below surface level.	Site, Local, Regional, Cumulative	

of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 SIGNIFICANT IMPACTS SUBJECT TO MITIGATION

VISUAL. The proposed project would be highly visible to travelers on U.S. Highway 101. Existing views of the rolling grassland would be replaced by views of the development. The development would contrast with the surrounding undeveloped land to the west, north, and south. The loss of open space could not be partially mitigated, though views of the subdivision could be somewhat screened from the highway. Views of the Solomon Hills from the project site should not be significantly affected.

NOISE. Homes within 380 feet of U.S. Highway 101 will experience outdoor noise levels above 60 dBA (L_{dn}), the Santa Barbara County maximum recommended outdoor noise level (Damron, 1978). Jet aircraft operations will also contribute to the ambient noise regime. Noise levels experienced indoors will meet Santa Barbara County proposed guidelines.

TRAFFIC. Project traffic intensity is summarized to be:

a) ADT of 870 vehicles will generate 4180 VMT upon project completion and full occupancy.

b) The project will create 31.1 one way trips per acre.

c) During the peak hours of traffic the project will add 110 vehicles on Harmony Lane. Project vehicles will make 100 left turns onto Harmony Lane from Clark Avenue during the peak evening hour of traffic.

d) New residential streets and driveways will add 5900 linear feet of roadway and 7.4 acres of paved surface.

Cumulative regional traffic impacts are discussed in the Summary of Regional Impacts.

3.2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 50 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

LAND USE. Two related, significant, and unavoidable impacts will result if the project is built as proposed:

a) Removal of 28 acres of open space use; and

b) Irreversible cumulative impact of development on the existing rural character of Orcutt.

It should be noted that if this site is developed along with TTM 12,676 and TTM 12,674, most of the remaining open space between Clark Avenue and Foster Avenue, a total of 78 acres, will be developed.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 TRAFFIC AND CIRCULATION

1. Provide for future access to the project site via the proposed east/west expressway.

4.2 AIR QUALITY

2. Wet down area of soil redistribution to minimize fugitive particulate emissions.

3. Use architectural coatings (e.g. paints) with low hydrocarbon content and emissions.

4. To the extent reasonable, require construction with locally available materials and manpower to minimize emissions from transportation.

4.3 NOISE

5. Limit construction operations to hours between 8:00 a.m. and 6:00 p.m.

6. Require walls of all homes within 380 feet of U.S. Highway 101 to be thoroughly caulked and weatherstripped around windows, doors, and at the floor/wall interface.

7. Require a noise barrier to mitigate roadway noise from U.S. Highway 101. The barrier should be eight to ten feet in height, dependent upon final grading plans. Because contiguous properties to the north and south are also planned for development, it would be cost effective to construct a continuous noise barrier along this section of U.S. Highway 101, which would serve all the developments.

4.4 HYDROLOGY

8. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.5 BIOLOGY

9. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticide or irrigation. In particular require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

4.6 VISUAL

10. Require the dedication of open space in the tract to be maintained by a homeowners association.

11. Plant trees and shrubs along the eastern boundary of the project site to screen the site from travelers on U.S. Highway 101.

12. Provide open space of 100 feet in width between the northeastern portion of the site and U.S. Highway 101, to act as a visual and noise buffer.

13. Use individualized landscaping in order to provide visual relief from extensive use of manmade materials.

14. Provide a mix of compatible architectural styles for proposed homes, which have a separate identity from adjacent subdivisions and are homogeneous with them, to prevent the potentially monotonous appearance of extensive, similar housing tracts.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without

substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

TTM	12,631	

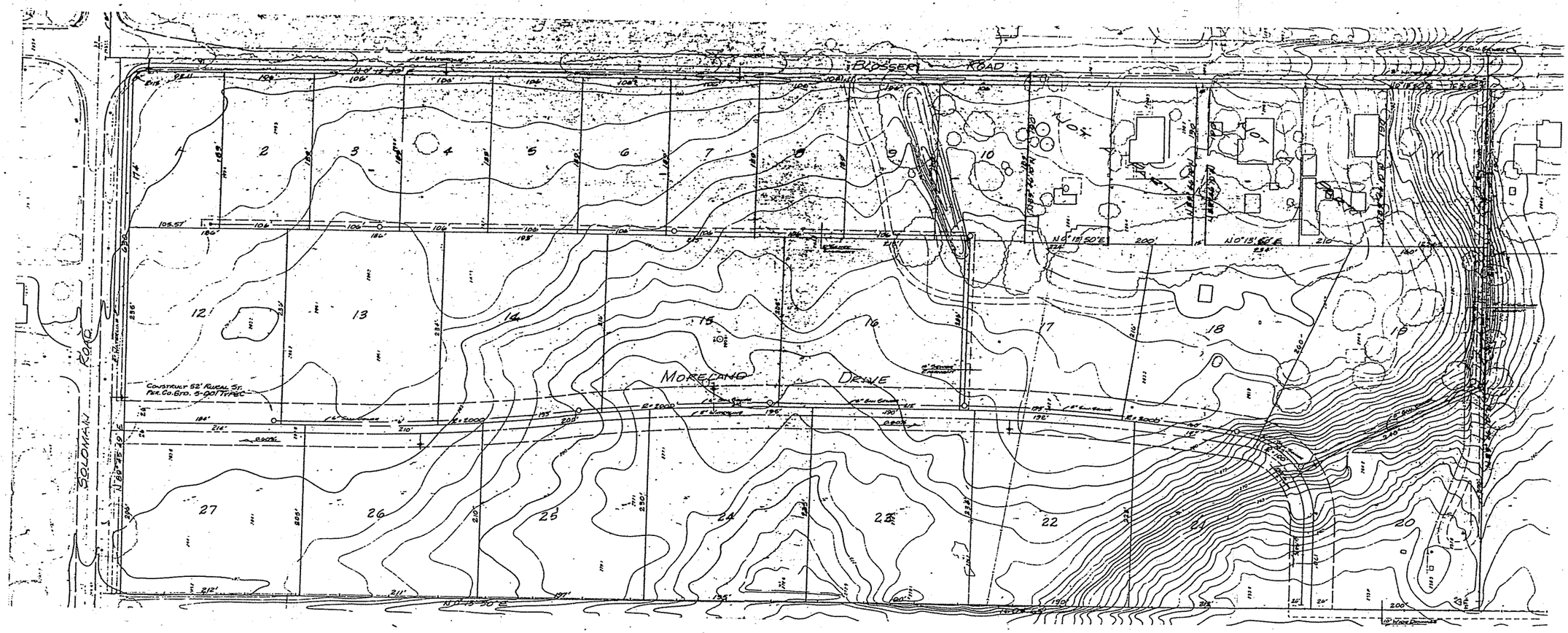
1. SUMMARY OF IMPACTS

1.1 PROJECT DESCRIPTION AND SETTING. The proposed residential development, TTM 12,631, is shown in relation to the Orcutt area projects in Figure 1, and the proposed site plan is presented in Figure 36. The proposed project is the rezoning of the site from 10-R-1 to 20-R-1 and 1-E-1 (78-RZ-15) and the subdivision of 21.36 acres of vacant land into 27 single family residential lots; 11 lots will be a minimum size of 20,000 square feet, while the remaining 16 lots will be a minimum size of one acre. The smaller lots will be adjacent to Blosser Road.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The average selling price of each unit is estimated to be $100,000 to $150,000 (Bethel, 1979). The proposed project will house an estimated 77 persons.

LAND USE AND ZONING. The proposed project is not consistent with existing zoning designations and requires rezoning (78-RZ-15). The site lies on the fringes of suburban development in Orcutt. Scattered, older single family homes and farms are located north, south and west of the site, interspersed with vacant parcels. Parcels east of the site are vacant; TTM 12,630 is located across Blosser Road to the east. Northeast of the site is a recently constructed single family subdivision. On the west side of Blosser Road, surrounded by the site on three sides, is a series of lots containing single family homes. The northernmost of these parcels appears to be used for truck and oil storage.

The site is bordered by Blosser Road to the east and Solomon Road to the north. Access to the one acre lots would be provided via Solomon Road. The smaller lots would individually use Blosser Road for access.



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palo alto, ca. 94303

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SCALE
1" = 130'

FIGURE 36. TENTATIVE TRACT MAP FOR PROPOSED TTM 12,631/78-RZ-15, MORELAND

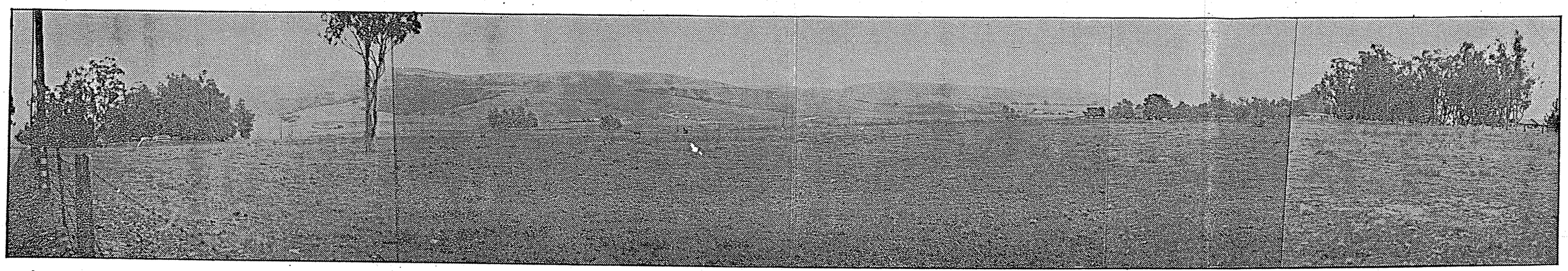
VISUAL. Figure 37, Plates 1 and 2, displays the existing project site. Figure 38 indicates the vantage points from which these photographs were taken. The project site consists of 21.36 acres of level, annual grassland with a few eucalyptus trees. It is currently used for grazing purposes. The project site is highly visible to travelers along Blosser Road and Solomon Road, to residents of homes along Blosser Road which border the site. From the site, excellent view of the Casmalia Hills are available.

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 14 summarizes impacts and mitigation measures for TTM 12,631 and rezoning 78-RZ-15.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT. The impact of this project on traffic will be insignificant. However, lack of turn around space could present a problem with respect to emergency vehicle access and safety. Project contributions to cumulative regional traffic effects are discussed in the Initial Study.

2.2 AIR QUALITY. During period of low precipitation earth moving activities will produce temporary sources of total suspended particulate (TSP) and oxides of nitrogen (NO_x). The completed project will incrementally add to the atmospheric loading of the Santa Maria basin because of added traffic (approximately 1250 vehicle miles traveled per day). The additional travel will generate emissions of carbon monoxide, oxides of nitrogen and reactive hydrocarbons; however, the increase alone will not impair local air quality attainment. The site may experience detectable odors from petroleum facilities in the area on occasions.

2.3 DRAINAGE. Runoff from the project site will collect in project streets and flow in a southerly direction towards Solomon Creek (also referred to as Orcutt Creek). No underground drainage facilities are proposed as part of the project. Stormwater runoff will follow the natural slope of the ground surface after collecting in gutters along the roadways. According to project plans, only the pads on which the houses are built will be graded.



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palo alto, ca. 94303

FIGURE 37. VISUAL SETTING OF PROPOSED TTM 12,631/78-RZ-15, MORELAND

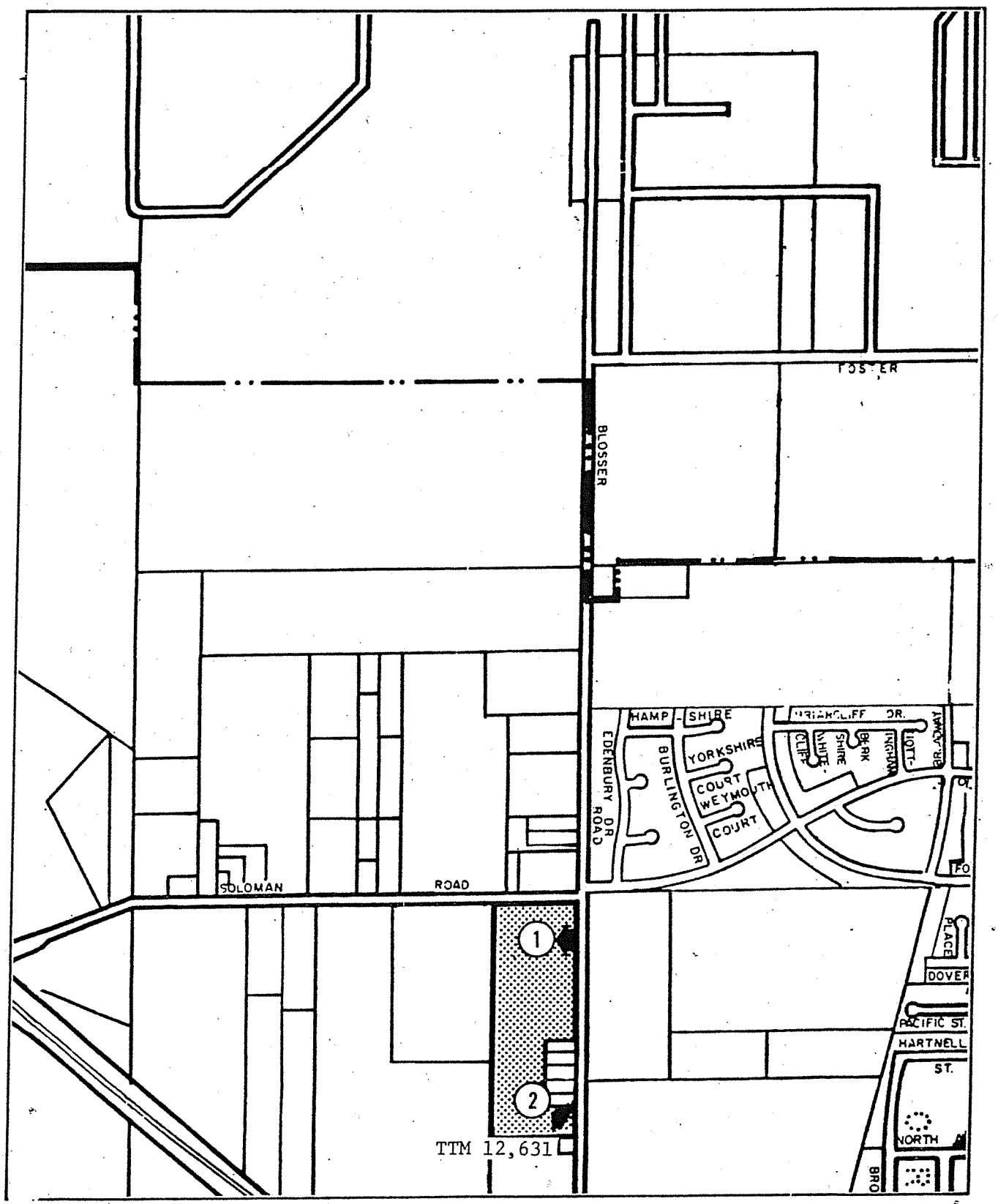

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FIGURE 38. VISUAL PERSPECTIVE LOCATION FOR TTM 12,631/78-RZ-15, MORELAND VISUAL SETTING

TABLE 14. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,631/78-RZ-15, MORELAND

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED.

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Visual	Contrast with adjacent rural character of Orcutt; decrease in views of Casmalia Hills	Local, Regional	
1.2 Hydrology	Water demand of 14.5 acre feet per year	Regional Cumulative	Refer to regionally applicable mitigation measures; require stormwater runoff be delivered to a retention basin

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED.

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Land Use	Loss of open space	Local, Regional Cumulative	Implement (regionally) clustered style development.

Continued

TABLE 14 (continued) DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,631/78-RZ-15, MORELAND

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction	Local, Site	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions	Local, Regional Cumulative	Refer to regionally applicable mitigation measures.
3.2 Biology	Removal of natural vegetation and further reduction of low wildlife habitat value	Site, Local	Landscape homes with native plants.
3.3. Traffic	Insufficient turn around radius	Site, Local	Provide turn around near the end of the proposed residential street.

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level	Site, Local, Regional, Cumulative	

Surface water flows that reach Solomon Creek will be retained in some sort of retention basin. This basin would help prevent downstream flooding and aid in recharging groundwater resources. Specific plans to accommodate stormwater runoff flows are now being developed by the project applicant and the Santa Barbara County Flood Control District.

2.4 BIOLOGY. Development will result in the removal of the predominately introduced grassland vegetation existing on the site and the reduction of the value of habitat for the common types of wildlife utilizing the site. No unique, rare, or endangered plants or animals would be affected.

2.5 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT.

3.1 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 14.5 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

VISUAL. The project site is highly visible from Blosser Road, Solomon Road, and surrounding residences. Existing view of the open, rural grassland will be replaced by views of a residential subdivision composed of 27 single family homes. This low density development will partially block

pleasant views of the Casmalia Hills from the project vicinity, as well as decrease the feeling of openness and rural character in the area west of Blosser Road. There are no significant mitigations for these impacts.

LAND USE. Two related, significant, and unavoidable impacts will result if the project is built as proposed:

a) Removal of 21.36 acres from open space use; and

b) Irreversible cumulative impact of development on the existing rural character of Orcutt.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 TRAFFIC AND CIRCULATION

1. Provide a turn around near the end of the proposed residential street adequate for the largest piece of fire fighting equipment.

4.2 AIR QUALITY

2. Sprinkle areas of earth movement to reduce fugitive dust emission.

3. Reduce transportation related emissions by requiring the use of of local manpower and materials.

4.3 HYDROLOGY

4. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.4. BIOLOGY

5. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conversation oriented landscaping.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits then the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact

on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

TTM	12,630

1. SUMMARY OF IMPACTS

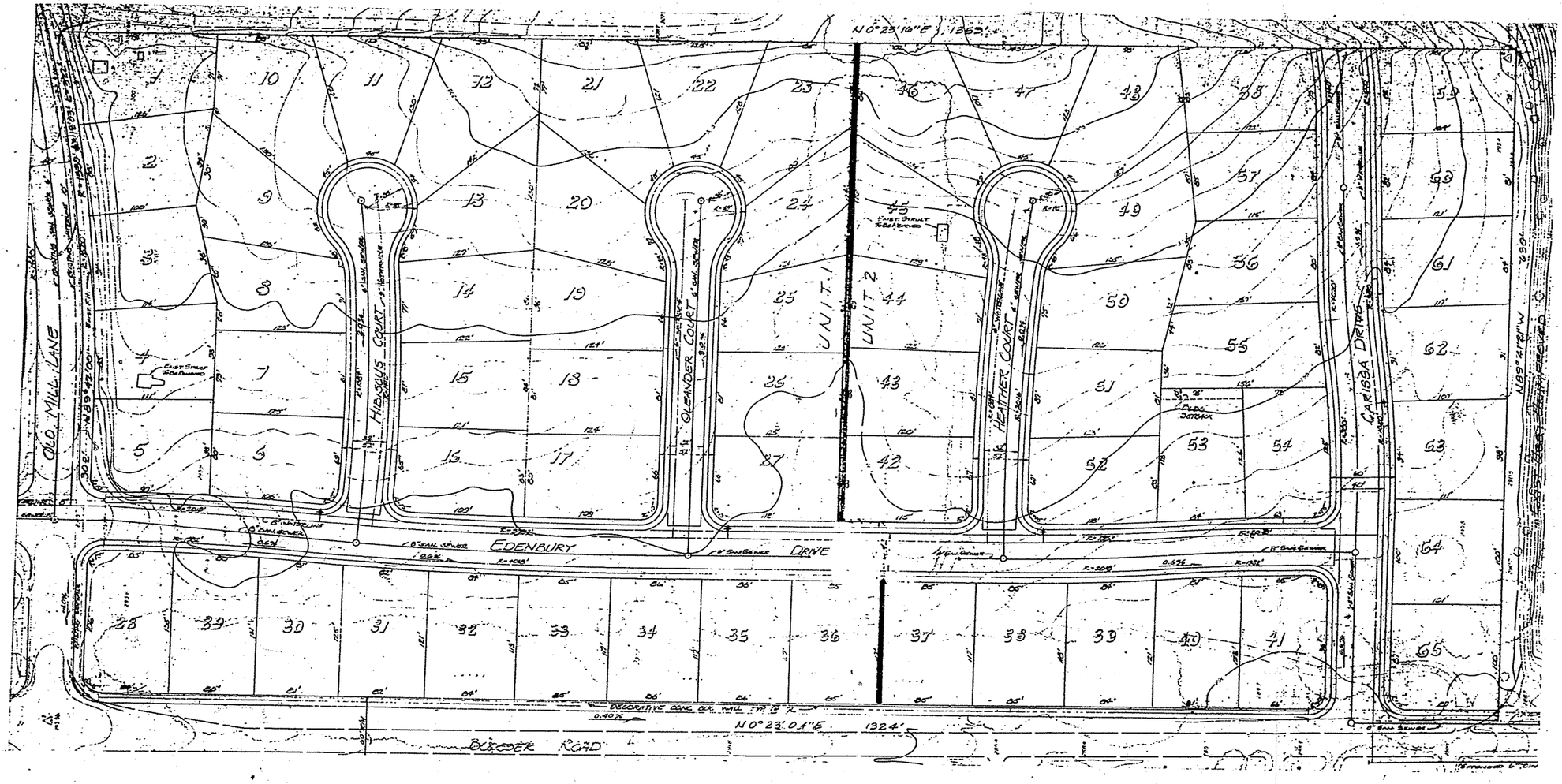
1.1 PROJECT DESCRIPTION AND SETTING. The proposed residential development, TTM 12,630, is shown in relation to the Orcutt Area projects in Figure 1, and the proposed site plan is presented in Figure 39. The proposed project is the subdivision of 19.09 acres into 65 single family lots. The site is presently vacant, except for some dilapidated structures which appear to be grain storage facilities; these structures are planned to be removed.

Public services which can support this development are sewage disposal, water supply, solid waste collection, schools, medical facilities, and police protection. Facilities which are strained by the cumulative effects of this development and others, but not to the point of significance, are medical (hospital) and school services. The average selling price of each unit is estimated to be $110,000 to $135,000 (Bethel, 1979). The proposed project will house an estimated 185 persons.

LAND USE AND ZONING. The proposed project is consistent with existing general plan and zoning designations (low density residential and 10-R-1-0). Adjacent properties to the west, south and east are also undeveloped; however, the land to the east, TTM 12,631, has been proposed for development. The land to the north has been developed as single family residential.

The site is bordered by Blosser Road to the west and Old Mill Lane to the north. Access to the site will be provided from both Blosser Road and Old Mill Lane.

VISUAL. Figure 40, Plates 1 and 2 display the existing project site. Figure 41 indicates the vantage points from which these photographs were taken. The project site consists of 19.09 acres of level, annual grassland. A row of mature eucalyptus trees extends along most of the western boundary of the site and a row of trees transects the central portion of the site in an east/west orientation. The project site is highly visible to travelers along Blosser Road and Solomon Road to residents of the many homes facing the site along Solomon Road, and to residents of the few homes facing the site along Blosser Road. Other homes in the surrounding area may have partial views of the site. Pleasant views of the Casmalia Hills are available from portions of the site.



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SCALE
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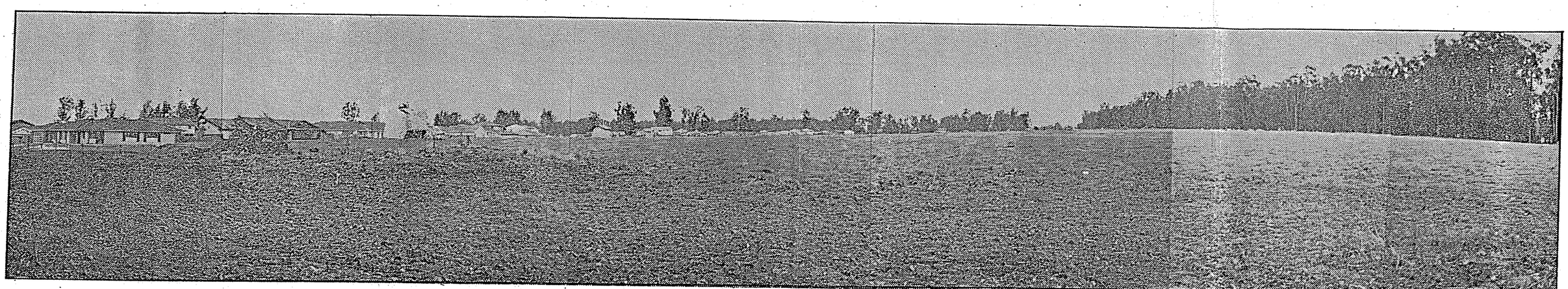
FIGURE 39. TENTATIVE TRACT MAP FOR PROPOSED TTM 12,630, MORELAND



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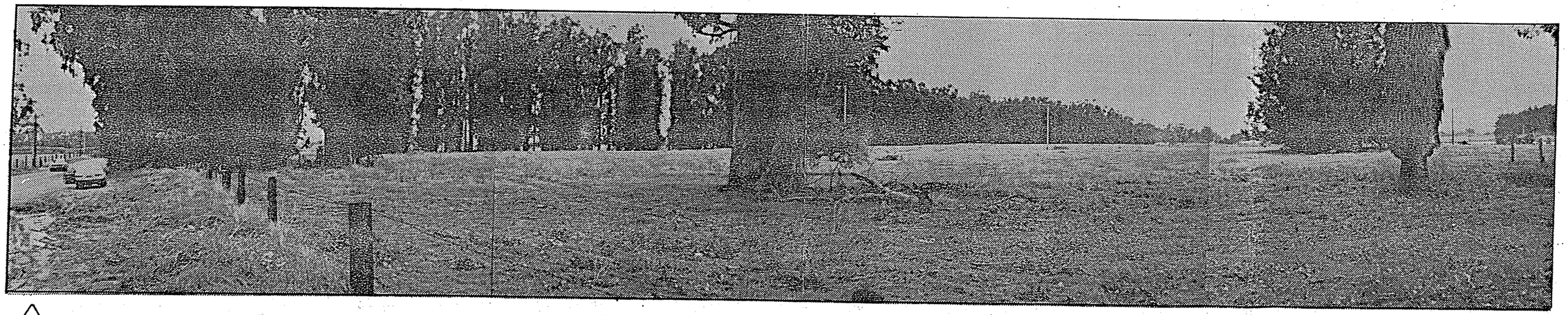

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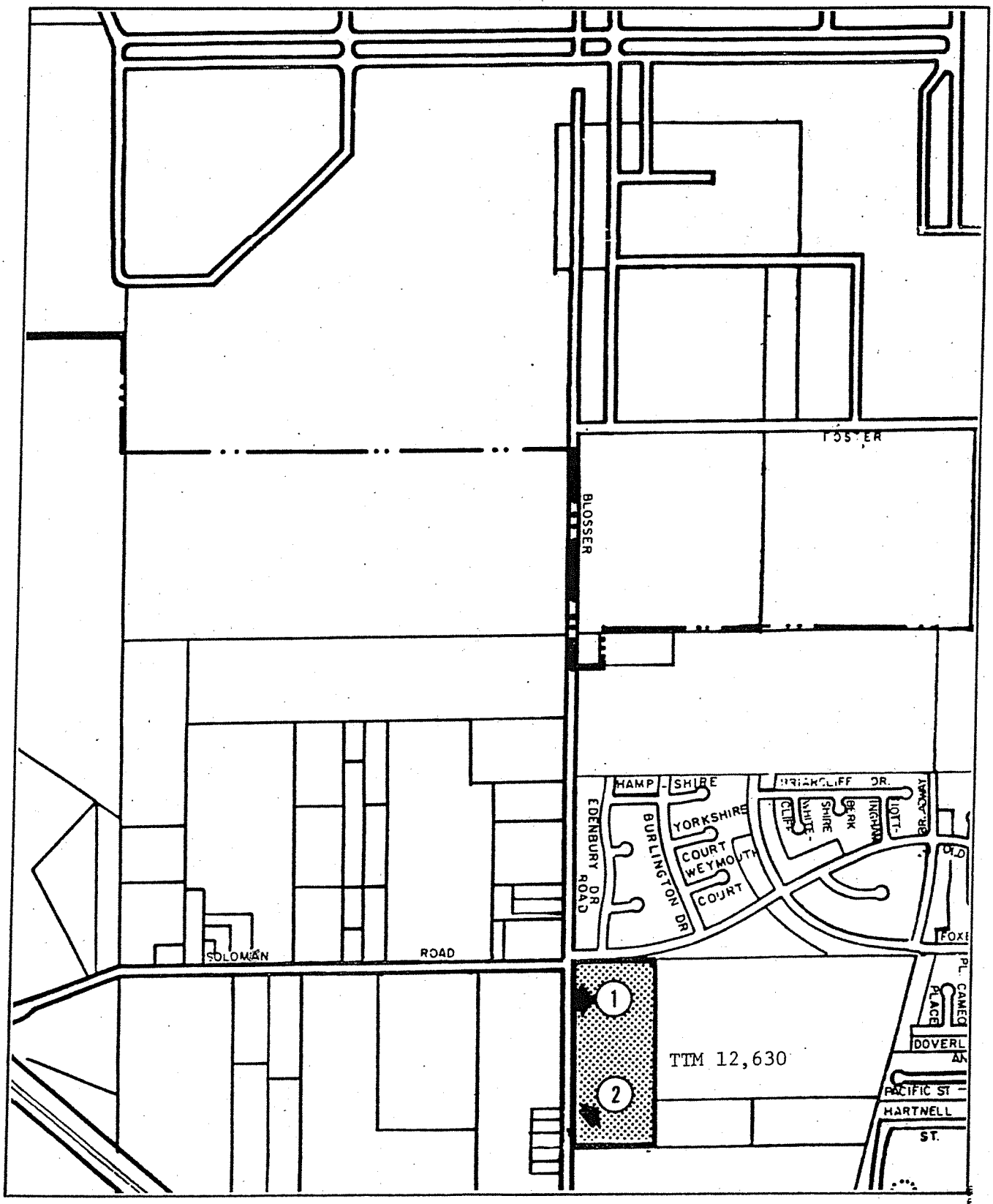
FIGURE 40. VISUAL SETTING OF PROPOSED TTM 12,630, MORELAND



N SCALE 1" = 1000'	earth metrics 1000 elwell court palo alto, ca. 94303	FIGURE 41. VISUAL PERSPECTIVE LOCATION FOR TTM 12,630, MORELAND VISUAL SETTING

1.2 IMPACTS SUBJECT TO MITIGATION, MITIGATION MEASURES, AND UNAVOIDABLE IMPACTS. Table 15 summarizes impacts and mitigation measures for TTM 12,630.

2. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

2.1 TRAFFIC. Project traffic intensity is summarized to be:

a) ADT of 570 vehicles would generate 2740 VMT upon completion and full occupancy of 60 single family units.

b) The project would create 29.9 one way trips per acre.

c) During the peak a.m. hour of traffic the project would add 20 vehicles making left turns onto Blosser Road from Old Mill Lane and the other entrance into the Project site, and 50 vehicles making left turns onto Orcutt Road from Foxenwood Drive and Foster Road.

d) New residential streets and driveways would add 3100 linear feet of roadway and 3.6 acres of paved surface.

Some traffic from the project site will use Old Mill Lane and Foxenwood Drive, rather than Blosser Road and Foster Road, to gain access to north and south oriented Orcutt Road. The effect of traffic using this route will not disrupt safety or traffic flow on Old Mill Lane and Foxenwood Drive.

Lots along Blosser Road will be fronted on two sides by streets, Blosser Road and a new residential street. This situation is not ideal visually, especially with a block wall on the Blosser Road side of the homes.

Cumulative regional impacts are discussed in the Summary of Regional Impacts.

TABLE 15. DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,630, MORELAND

1. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATION IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial Mitigation Measure
1.1 Hydrology	Water demand of 32.5 acre feet per year.	Regional, Cumulative	Refer to regionally applicable mitigation measures, require storm water runoff be delivered to a retention basin

2. SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE FEASIBLY MITIGATED AND WHERE DECISION MAKER MUST MAKE FINDINGS IF THE PROJECT IS APPROVED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
2.1 Land Use	Loss of open space	Local, Regional, Cumulative	Implement (regionally) clustered style development.

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.1 Air Quality	Dust and other emissions from construction	Local, Site	Wet down disturbed soil, and use locally available materials and manpower.
	Project related traffic emissions	Local, Regional, Cumulative	Refer to regionally applicable mitigation measures.
3.2 Noise	Construction noise	Site, Local	Limit construction to the hours between 8:00 a.m. and 6:00 p.m.

continued

TABLE 15 (continued). DECISION MAKER SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR TTM 12,630, MORELAND

3. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES EXIST (continued)

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
3.3 Biology	Displacement of vegetation and wildlife	Site, Local	Landscape homes with native plants. Preserve eucalyptus along Blossom Road.
3.4 Traffic	Visual impact and paved surface impact	Local, Site	Do not construct the proposed north and south street; refer to regionally applicable measures.
3.5 Visual	Contrast with adjacent rural character of Orcutt	Local, Regional	

4. ADVERSE IMPACTS FOUND NOT SIGNIFICANT WHERE NO FEASIBLE MITIGATION MEASURES AND/OR ALTERNATIVES ARE PROPOSED

Impacts	Description	Magnitude	Partial or Complete Mitigation Measure
4.1 Archaeology	Slight potential for archaeological resources below surface level	Site, Local, Regional, Cumulative	

2.2 AIR QUALITY. Construction will result in a temporary source of particulates and nitrogen oxides. Traffic generated after project completion (about 3000 vehicle miles per day) will incrementally add to the air pollution load of the Santa Maria Valley. This project will not significantly delay attainment of the National Ambient Air Quality Standards. Cumulative regional impacts are discussed in the Summary of Regional Impacts.

2.3 NOISE. The proposed project will not have any significant or insignificant noise impacts.

2.4 DRAINAGE. Runoff from the project site will collect in project streets and flow in a southerly direction towards Solomon Creek (also referred to as Orcutt Creek). No underground drainage facilities are proposed as part of the project. Stormwater runoff will follow the natural slope of the ground surface after collecting in gutters along the roadways.

Surface water flows that reach Solomon Creek will be retained in some sort of retention basin. This basin would help prevent downstream flooding and aid in recharging groundwater resources. Specific plans to accommodate stormwater runoff flows are now being developed by the project applicant and the Santa Barbara County Flood Control District.

2.5 BIOLOGY. Development will result in the removal of the disturbed grassland vegetation and possibly some large eucalyptus trees on the site and the reduction of the habitat value of the site for the common types of wildlife utilizing the area. No unique, rare, or endangered plants or animals would be affected.

2.6 VISUAL. Implementation of the project will further extend urbanization into rural areas. The development of open grassland will decrease the rural character and openness of the site for travelers along Blosser Road and inhabitants of the adjacent homes. This impact cannot be mitigated. However, existing developments immediately north and west of the site have already partially disrupted this rural quality of the project vicinity.

2.7 ARCHAEOLOGY. A records/literature search completed for the project area revealed that no previously recorded archaeological or historical sites of cultural value are located within site boundaries. No unrecorded resources were discovered during an intensive field survey of the area conducted during the period from January 10 through January 22, 1979. The proposed development will not have an adverse effect on local archaeological or historical resources.

3. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

3.1 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS FOR WHICH THE DECISION MAKER ISSUES A STATEMENT OF OVERRIDING CONSIDERATIONS IF THE PROJECT IS APPROVED.

HYDROLOGY. The demand for water resources created by the proposed project will add to the existing overdraft of groundwater supplies. The total water demand at full project development is expected to be approximately 32.5 acre feet per year, with enforcement of water saving restrictions required by County Ordinance 2948.

LAND USE. Two related, significant, and unavoidable impacts will result if the project is built as proposed:

a) Removal of 19.09 acres from open space use; and

b) Irreversible cumulative impact of development on the existing rural character of Orcutt.

4. SITE SPECIFIC FEASIBLE MITIGATION MEASURES

4.1 TRAFFIC AND CIRCULATION

1. Study the feasibility of eliminating the proposed north and south residential street. The block wall would negate the adverse visual impact of the street and would reduce paved surface area.

4.2 AIR QUALITY

2. Wet down area of soil redistribution to minimize fugitive particulate emissions.

3. Use architectural coatings (e.g. paints) with low hydrocarbon content and emissions.

4. Favor construction with locally available materials and manpower to minimize emissions from transportation.

4.3 HYDROLOGY

5. Stormwater runoff from the project site should be delivered to a local retention basin (either on or off site) in accordance with the requirements of the Santa Barbara County Flood Control District. Detailed drainage plans should be approved by the Flood Control District prior to project approval.

4.4 BIOLOGY

6. Use drought resistant native plants for project landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value to wildlife and require little or no fertilizer, pesticide, or irrigation. In particular, require the developer to landscape model homes developed for tract sales with drought resistant native plants to encourage future homeowners to utilize conservation oriented landscaping.

7. Preserve large eucalyptus trees along Blosser Road for screening and aesthetic purposes, and for use by birds.

5. SITE SPECIFIC FEASIBLE ALTERNATIVES

1. Clustered residential development would achieve many more environmental benefits than the proposed housing. The clustering could be detached or attached. This is a feasible alternative which affords the achievement of many long term environmental goals without substantially affecting the short term goals of the applicant. Further discussion of clustered residential development can be found in the Summary of Regional Impacts.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community in a more thorough and comprehensive fashion. This method would permit growth at a rate coinciding with the needs of the community rather than with the desires of individual developers. The rate and type development (percent cluster, open space, etc.) would be established by the county and those most affected by this development.

3. The No Project Alternative would result in the retention of the site in its presently vacant state, at least in the short term. Use of the site as permanent open space would probably require its purchase by a public entity. The No Project Alternative would not create the impacts discussed above regarding traffic, air quality, runoff, and water supply. However, if the site were to be used for irrigation intensive agriculture, the potential for greater impact on the water supply would increase. It is generally recognized that irrigated agriculture consumes more water than residential developments of the type proposed.

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APPENDICES

PUBLIC HEARING MINUTES &

COMMENTS AND RESPONSES

COUNTY OF SANTA BARBARA
DEPARTMENT OF ENVIRONMENTAL RESOURCES
PUBLIC HEARING MINUTES

Meeting of May 24, 1979, 9:30 a.m.

Agenda Item #:

1. 79-ND-63. 79-GP-3 & 79-RZ-7. Harold & Margaret Raber. Santa Maria area. Assessor's Parcel No. 109-141-01 (0.266 acres) is located at 3409 Marvin Avenue, on the southwest corner of Marvin Avenue and Winter Road, Santa Maria, in the Fifth Supervisorial District. The applicants seek a General Plan amendment to designate property professional-institutional, concurrent with a rezone to 15-R-1-PC, to allow conversion of the existing residence and beauty shop to some other commercial and/or office use. Water is provided by Cal Cities Water Company, and the property is served by the Laguna Sanitation District. (Environmental Associate Gregory Mohr)

Project Review/ Project Changes/Finding of No Significant Impact/ Read into the Record.

Comments:

John Deacon, Air Pollution Control District - Letter of May 1979 - The Northern portion of Santa Barbara County has been designated a non-attainment area for photochemical oxidants and particulate matter.

Lynn Noordzij, Planning Dept. - Phone conversation of May 14, 1979 - Existing zoning is 15-R-1 not 10-R-1 as stated. Continuance of residence will not be allowed under plan commercial zoning.

Mr. & Mrs. Stanfield, Neighbor - Phone conversation of May 14, 1979 - There will be a hazard due to increased traffic in a school area. We do not want to see further commercial development in a residential area.

Mrs. Beg, 3434 Marvin St. - Phone conversation of May 14, 1979 - Expressed the same concerns as Mr. & Mrs. Stanfield.

Ms. Wilson, 3414 Marvin St. - Phone conversation of May 17, 1979 - Expressed the same concerns as two previous comments.

Albert F. Reynolds, Director - Does anyone wish to testify regarding the accuracy of this document?

Margaret Raber, applicant - I do not think my beauty shop has been an eyesoar to anyone. There is adequate space for parking.

Greg Mohr, Environmental Associate - The project description will be modified to reflect the true application. I did not find any off-street parking spaces near the site during my site visit. I will revise the document to state something about office parking and noise. With revisions staff recommends that the document be found complete.

ACTION: With revisions the document is found to be complete and will be sent to the Planning Department on May 25, 1979 for discretionary processing. No final decision-making body action will begin until the end of the 6-day appeal period.

2. 79-EIR-1. "Orcutt 13". Nine applicants with their seven agents are proposing 13 developments in the Orcutt area. This EIR-- known as the "Orcutt 13"-- describes the concurrent development of 389 acres with 1,060 residential units. The residential development proposed includes 930 single family residences and 130 townhouses. These projects are yet another group of residential developments in the Orcutt/Santa Maria area. This area is presently experiencing one of the fastest growth rates in county history. (Environmental Specialist Alan Manee)

Alan Manee, Environmental Specialist - Please put comments regarding the Orcutt 13 in writing and submit them to DER by Tuesday, May 30, 1979. Any comments received will be discussed and answered in writing or incorporated into the document.

Comments:

Al Autry, City of Santa Maria - Letter of May 22, 1979. 1) This city is concerned with development outside Santa Maria Spheres of Influence; 2) The worst case example is not the intent of CEQA; 3) DEIR does not have the backup data needed; 4) We recommend that an addendum be prepared to provide a full disclosure document.

Alan Manee - All of the projects discussed here today are within the Sphere of Influence. There is an addendum to the DEIR which contains the technical back-up material.

Mr. Swenson, 4448 Coventry Court - Letter of May 2, 1979. The additional drain of water usage from existing wells cause a severe water shortage during dry months. The road systems are not adequate to handle increased traffic.

Mrs. French, Phone conversation of May 22, 1979. I am concerned with the rate and quality of development in this area.

Lynn Noordzij, Planning Dept. - Letter of May 17, 1979. The letter consisted of corrections to technical errors.

John Deacon, Air Pollution Control Dist. - Letter of May 11, 1979. We have to take into consideration dust control in this area. Some urban development will be subject to odors from nearby petroleum activities.

William Menchen, Dept. of Transportation - Letter of May 23, 1979 - The letter consists of regional impacts the projects will create on traffic.

Petition - Letter of May 15, 1979 - This petition was relative to TTM 12,770. The letter discussed visual, traffic, water and biological impacts.

Rod Barrett, Landscape Architect - Letter of May 16, 1979. The letter stated that there is a lack of open space and recreational facilities in this area.

Lawrence Jones, Environmental Specialist -

Albert J. McCurdy, Environmental Specialist - The letter consisted of an air quality analysis.

Alan Manee - I recommend the following changes to the regional impacts of all these projects:

pg. 3 - There is an omission in the traffic section which should be clarified.

pg. 8 - Change the word standards to project.

pg. 13 - The projects will create 9.35 linear miles of streets which is equivalent to 40 acres of pavement.

We would also like to include a growth management plan similar to the one done for Santa Cruz County.

pg. 14 - We would like to implement the Quimby Act in this county. We will mention as incentive a program for high cluster development. We will incorporate a sentence stating we will use the land use policy of the Air Quality Attainment Plan.

We would also like a program for moderate income housing where the developer could guarantee to have a portion of his project for moderate income housing.

pg. 17 - We did add a proposal to develop a mass transit system.

Albert F. Reynolds, Director - Does anyone wish to make comments on the adequacy of the regional section of the document?

Lisa Knox, Housing Element Representative - Read into the record a letter from Frank Thompson, an associate. The letter stated that the DEIR is inadequate because it does not discuss the housing market. The document ignores socio-economic impacts, the rate of population growth, increased residential income, and future economic trends. The comments discussed corrections or additions to sections in the document discussing socio-economics, land use, water supply and quality, sewage and disposal.

Albert F. Reynolds - The problem we have to deal with while doing each EIR is how much detail do we put into each analysis. We have incorporated, by reference, our detailed findings in 77-EIR-11 (Orcutt 4) and 78-EIR-9 (Orcutt 6).

Joseph Gililand Chairman of the Board - Lake Marie Water Co. - Jones and Stokes stated the existing overdraft is 16,100 AFY. The demand for water will add to existing overdraft. The Santa Maria Water Basin is large (175 sq. miles). Twichel Dam is not taken into account in this document. Water levels are higher than they were 15 years ago. Twichel Dam is additional water yet to be released before next years rains.

Albert F. Reynolds - We took our information from the official county water agency publications . If you can convince Mr. Lawrence of the County Water Agency that his figures are inadequate, we will use your figures. Water levels change year to year. We are considering the water basin over a period of many years.

Sid Goldstein, agent for TTM 12,735 - This EIR addresses the cumulative effect of 13 projects. This was to save time and money. I feel that not all regional impacts should be considered for TTM 12,735. All impacts for all 13 projects are similar regionally, yet they vary for each separate project. Criteria used to determine significance will be defined as significant when relating it to 13 projects. The regional impacts should be for each project separately.

Peter Weber - Santa Maria Resident - Regarding the growth management study, the people voted in the last election that they are not in favor of a growth management study. You should not do this until the people in this area want it done. You are abusing your position by doing this.

Albert F. Reynolds - A growth management plan would be an option. When building a city there is a time when a growth management study should be done.

George Kablecki - Orcutt Merchant - I don't understand Mr. Weber's comment relative to the area not wanting a growth management study. We do need growth, but it should be moderate. Is the flooding of the farm fields addressed in this report? By concreting the valley it could stop agriculture.

Alan Manee - The document does mention Solomon Creek and the flooding that occurs in the western portion of the valley.

George Kablecki - Fire, police and traffic concerns me. Also, these homes are in an area that is expensive. The houses in Foxenwoods seem to be bought one month and sold the next.

Jean Shaw - Orcutt Resident - A population estimate of 5,934 should have 21 acres of park land set aside and only 2 acres have been set aside for park use. I would like the EIR to make a note of that. Traffic is already a problem. I am not opposed to growth but this is the time to solve our problems. We should not put the cart before the horse.

Robert Chapman - Appraiser - At the present time the community is very balanced. It is economically viable. We need others to help us survive. Housing here costs 50% less than San Luis Obispo and Santa Barbara. We can sell and produce goods cheaper. There is not a water shortage in the valley. Some of these developments have

produced our finest homes. If we shift into a mode of no growth the community will go downhill.

Albert F. Reynolds - The vacancy rate used in this document was taken from a 1975 census. Do you have a more up to date figure that we can use?

Robert Chapman - No, I do not have that information. It would take a careful analysis to come up with those figures.

Albert F. Reynolds - Where is the demand for these houses?

Robert Chapman - The demand comes from outside areas like Los Angeles and investors. Some people are buying to live in the homes and some people are buying to rent to others.

Margaret Iverson - Glenview Drive - As a concerned resident of this area, where is the money going to come from to provide schools, fire protection, and police protection?

Albert F. Reynolds - The cost of urban sprawal does not pay for itself and the general taxpayer does have to pick up the additional cost. One thing that will be done is a request to the developers to contribute to the cost of a Fire Station. The additional costs will probably be passed on to the buyer's of the homes.

Dr. Zuick, Orcutt Resident - We have survived floods that were brought about by disregard from developers for the environment due to selfish interests. I think a vacancy report should be done prior to doing a DEIR. This area is conducive to being another Los Angeles, due to the temperature inversion. The air quality could get to the dangerous level.

Mrs. McMahon - Orcutt Resident - Santa Maria is telling us in Orcutt how to live and what to live with. Many Orcutt residents could not make it here today due to work schedules. Foxenwood is having terrible traffic problems. We are going to develop the same type of thing here. Fire and police protection is needed for our own safety. More trees should be incorporated into the planning to act as a noise buffer.

Mrs. Griffith - Orcutt Resident - We need some good planning now, before we continue with these projects. We do not have a general plan. Most of the people in Orcutt do enjoy the open space. Noise will be increased and the water supply will become more overdrafted. The air quality will degenerate and adequate transportation will be needed. Research of the area shows it is not suitable for septic tanks. There is a distinct slowdown in the housing demand.

Larry Greco - Orcutt Resident - We have always had uniform growth in Santa Maria even before we got government regulations. The vacancy factor is almost nil. We have one of the best communities in the world and no growth would turn us into areas like Goleta and Santa Barbara.

Olga Howard - Orcutt Resident - We are not against growth, we are against boom. Sewer capacity, fire protection, traffic patterns, and water runoff should be looked into before any development occurs. Some of these projects are in the airport protective zone. I have three letters from the Airport Board requesting that the Board of

Supervisors prohibit development in the zone due to high noise levels.

Georgia Hilbert - Santa Maria Resident - The majority of people voted against no growth. The homes in these projects will mostly range from $70,000 - $80,000. I live next to one of the prospective developments and do not feel my view will be affected. In the past three years there has been a large increase in prices but they are leveling off now.

Dennis Bethel - agent for some of the applicants - In general there are numerous problems pointed out in this report and numerous mitigation measures. Growth has been quite moderate in the past years. New homes will collect higher property tax and will subsidize the older homes. Sewer facilities in this area will have to be expanded. All of these projects could not be built in the next year. The airport protection zone does not exist beyond Bradley Road. Beneficial impacts of this development are that it will tend to hold down increased costs of new residents. There is presently overcrowding of existing housing.

Albert F. Reynolds - Please explain if the opportunity is afforded to build the cost of housing will be held down. In Orange County there are no regulations regarding building. There is definitely a building boom in that area, yet the average cost of housing is very expensive. Affording the developers the opportunity to build at a high development rate has not decreased cost to the homeowner.

Dennis Bethel - If you look in the areas where housing has been limited you will see that housing costs have gone up.

Dave Erick - Orcutt Resident - It is my opinion that the difference in the housing market price has to do with land use not building materials. I suggest that as a mitigation measure the County solve the housing problem and you would not have to worry about growth.

Albert F. Reynolds - If you want to discuss growth vs. no growth, please direct those issues to the Planning Dept. and the Board of Supervisors.

Alan Manee - The vacancy rate went from 4% to 6% in the past few years. I would like to add a comment on the vacancy rate, housing, the Tupper Report, growth management, drainage, high interest rates, funding of services and incorporate these comments into the regional section of the document.

Sid Goldstein - agent TTM 12,735 - I feel the regional impacts are inappropriate to represent all 13 projects together. I feel each project should be identified individually.

Albert F. Reynolds - Where there are errors in the EIR we will change the report accordingly. All these comments received will be in the record. With the changes Mr. Manee suggested I will certify the regional impact section at this time. We will now look at each project individually.

Alan Manee - TTM 12,679 - Staff made minor changes relative to traffic being insignificant.

Albert F. Reynolds - Does anyone wish to make any comments on the adequacy of the document?

Dennis Bethel - agent - Oil wells are not proposed. This document shows that an an implication. 13 acres will be used for open space not 2 acres.

Albert F. Reynolds - We have made certain findings based on impacts and we are not recommending no growth. We are simply laying out mitigation measures.

Alan Manee - With the changes noted by Mr. Bethel, and any comments received in writing, staff recommends that this section of the EIR be certified complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee - TTM 12,727 also has some minor changes recommended by staff.

Albert F. Reynolds - Does anyone wish to make any comments on the adequacy of the document?

Dennis Bethel - agent - This is not in the existing Airport Protective Zone.

Alan Manee - With the clarification regarding Mr. Bethel's comment, and staff's revisions, I recommend that this section of the EIR be certified complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee-TTM 12,590 also has some minor changes recommended by staff.

Albert F. Reynolds - Does anyone wish to make any comments on the adequacy of the document?

Alan Manee - With minor changes, staff recommends that this section of the EIR be certified complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee - TTM 12,726 - I have no changes to the draft document.

Albert F. Reynolds - Does anyone wish to make any comments on the adequacy of the document?

Dennis Bethel- agent - Regarding the intersection, there are no other solutions, we have discussed this at great length.

Alan Manee - With the request from Flood Control and staff changes I recommend that we find this section of the EIR complete.

ACTION: With revisions to this section of the EIR it is certified comple

Alan Manee - TTM 12,176, I would like to make a zoning change from 1-A-1 to 10-R-1.

Albert F. Reynolds - Does anyone wish to make any comments on the adequacy of this document?

Mrs. McInterage - Orcutt Resident - What will the flow of traffic be?

Alan Manee - (Shows Mrs. McInterage map of traffic flow) Staff recommend that with minor changes and clafification to the ingress and egress to this property we find the document complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee - TTM 12,735 - There will be a denial of access from Foxenwood Lane to Highway 135.

Albert F. Reynolds - Does anyone wish to make any comments on the adequacy of the document?

Sid Goldstein - agent - We request that regional impacts be related specifically to each project. The Airport Protection Zone is for information and not to restrict building.

Albert F. Reynolds - The Board of Supervisors adopted a policy regarding recharge that does not change my finding of potential impact. This does not indicate that I do not accept your comment on the Orcutt storage unit.

Alan Manee - The Federal governments interpretation of the Airport Protection Zone is that it is to protect people.

Helen McMahon - Orcutt Resident - The noise and traffic problems are multiplied from this project. Trees should be planted as noise buffers. Drainage in the area is poor. Our present water pressure is not adequate. Fire and police protection will be needed.

Alan Manee - With staff comments added to the project and comments regarding east west expressway, staff recommends that we find this section of the EIR complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee - TTM 12,676 - Staff comments include the fact that this site may be subjected to some unpleasant odors from the nearby petroleum functions. Traffic is significantly unavoidable.

Albert F. Reynolds - Does anyone wish to make any comments on the adequacy of this document?

Alan Manee - With staff recommendations and changes I recommend that we find this section of the EIR complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee - TTM 12,749 - There will be 27 rather than 24 lot divisions. ~~There will~~ odors present due to nearby petroleum activities. During construction there will be dust impacts to the nearby high school.

Alan Manee - TTM 12,674 There is the potential for unpleasant odors from nearby petroleum facilities. There is not a neighborhood park. Traffic is insignificant.

Albert F. Reynolds - Does anyone wish to make any comments on the adequacy of this document?

Ben Molena, BFM applicant - We aware that we must build in a special sequence. I have no comment on the document.

Alan Manee - With revisions staff recommends that this section of the EIR be certified complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee - TTM 12,770 There will be a change on page 129 regarding visual impacts.

Albert F. Reynolds - Does anyone wish to make any comments on this section of the document?

Dennis Bethel - agent - The noise will be insignificant. The airport extention is not approved only proposed. The landing noise is less than the takeoff and this has a 2% takeoff and 98% landing.

Dave Sanchez - Orcutt Resident - I live in the flight path and they are quite noisy. I am concerned with the noise problem that will be created due to the topography (basin) of the area. I enjoy the wildlife now and would like to see it stay the same. Development should be done on the sand dunes. I circulated a petition which represented 40 acres of property owners.

Chuck Burwell - Orcutt Resident - I was wondering if any of the points brought up in the petition have been commented on in the document.

Alan Manee - The areas that were mentioned will be discussed. The changes will be to move traffic to significant, strengthen the section on drainage and visual sections will be added.

Chuck Burwell - Can we divide the property four ways and that would be a viable alternative.

Alan Manee - We can add that as a 4th point.

Francis Anderson - Orcutt Resident - Is Harp going to be widened? It washes out during heavy rain. How will fire trucks get through?

Alan Manee - Dept of Transportation said the project will need a second entrance.

Dennis Bethel - agent - All of the roads will be widened and there will be a curb with a gutter.

Francis Anderson - Where will the rain water go?

Dennis Bethel - The water will go into the creek.

Francis Anderson - The creek will not take that. There is already a severe problem during school with the traffic.

Joy Nichols - Orcutt Resident - Clark Avenue is very dangerous.

Alan Manee - With revisions staff recommends that this section of the EIR be certified complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee - TTM 12,675 - Minor staff revisions.

Albert F. Reynolds - Does anyone wish to make comments on the adequacy of the document?

Ben Molena, BFM applicant - We will start development with TTM 12,674, TTM 12, 675 and TTM12,676.

Alan Manee - There will be unpleasant odors near this project due to nearby petroleum activities. With revisions, staff recommends that this section of the EIR be certified complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee - TTM 12, 631 - Air Pollution Control District states that this site may have unpleasant odors due to nearby petroleum activities. This is not a high density project.

Albert F. Reynolds - Does anyone wish to make comments on the adequacy of this document?

Alan Manee - With staff revisions, staff recommends that this section of the EIR be certified complete.

ACTION: With revisions this section of the EIR is certified complete.

Alan Manee - TTM 12,630 - There will be unpleasant odors due to nearby petroleum activities. There are other minor staff revisions.

Albert F. Reynolds - Does anyone wish to make any comments regarding the adequacy of this document?

Dennis Bethel - agent - These lots are not double frontage. The entire subdivision will be graded.

Alan Manee - With staff revisions and Mr. Bethel's comments added, staff recommends that this section of the EIR be certified complete.

ACTION: With revisions this section of the EIR is certified complete.

Albert F. Reynolds - We have set out for public comment and review. We have received written and oral testimony today. With the changes that have been made and identified, I certify the document as adequate and complete under CEQA and the County guidelines.

Meeting adjourned 2:19 p.m.

...(ted on May 24, 1979
... Olga Howard, Santa Maria

Comments on the Draft EIR 79-EIR-1, "Orcutt 13"

Developments which are desirable because of their small size and because of their "fill-in" nature:
TTM 12,726, Bognuda (31 single family residences, Hummel Drive)
TTM 12,749, Renna (24 single family residences, off Larch Ave.)

Concerns of regional nature:

1. All projects put together will produce urban sprawl, with no provision for open space or parks.
Suggest: a) Enact ordinance implementing Quimby Act, then adopt recreation element
b) Disapprove developments west of Blosser and south of Clark (TTM 12,63', Moreland, 12,590, Baker, and 12,770, Harp = 165 residential lots). General Plan Advisory Committee suggests 3-5 acre ranchettes for the area west of Blosser as a "transition" between residences and agriculture.
c) Cluster homes to preserve open space and trees.
TTM 12,631, San Clemente: cluster on flat protion of property in northeast section, leave slopes and creek bed open.
TTM 12,735, Smith: cluster along east-west axis of property, leave open space with trees along Orcutt Expressway undisturbed for visual protection of residents in existing single family homes.
TTM 12,675, 12,675, and 12,676 should have a mound and open space between the homes and the freeway for a visual screen and noise abatment.

2. Make specific arrangements for additional fire protection before approving any new developments. - Residents living in the area now should not be penalized by having their fire insurance rates raised.

3. Complete study of needs for and costs of additional sewer trunk lines, pumps, and expansion of sewer plant capacity and determine source of funding. People residing in the Laguna Sanitation District now should not have to pay for these additions.

4. Develop an adequate overall circulation plan before allowing any further "piece meal" development.
Special problem areas:
a) Work out details of intersections of East-West Expressway with 101 (affects TTM 12,676, BFM) and with the proposed frontage road west of the Orcutt Expressway. If the latter frontage road will carry traffic from Foxenwood and will empty into the East-West Expressway near the Orcutt Expressway, difficulties will arise for cars traveling south on the Orcutt Expressway wishing to turn west on the East-West Expressway and then immediately south onto the frontage road.
b) A frontage road from Foxenwood to Foster Road near the intersection of the Orcutt Expressway and Foster Road will cause the same problem as mentioned above under the East-West Expressway.
c) The frontage road west of the Orcutt Expressway ends at Clark Ave. very close to the Orcutt Expressway off and on ramps. This frontage raod will carry traffic out of Foxenwood Drive, Stansbury Drive and parts of TTM 12,769, San Clemente. A congested, hazardous traffic situation will be created at the intersections of the Orcutt Expressway, Clark Ave., and a total of three frontage roads.

d) If TTM 12,590, TTM 12,631, and TTM 12,631 are approved (total of 168 homesites) they will all exit onto Blosser Road which is totally inadequate even at the present time.
e) TTM 12,674, 12,675, and 12,676 exit south onto Clark Ave. on Harmony Lane or Kenneth Ave. (total of 243 residences). Tiffany Park in the NW corner of Clark Ave. and 101, and an extension of the trailer court south of Clark have already been approved. With all that added traffic, will a signal light be needed on Clark and where? Residents along Clark and the St. Louis Church school are now complaining about the speed of traffic on Clark and requesting a signal light for the school.
f) Both TTM 12,727, Bognuda, and TTM 12,176, Whitestine (total of 56 residences) will add traffic to the frontage road east of the Orcutt Expressway between Foster and Patterson Roads where visibility is poor in sections because of the hilly terrain.

(1)

5. Runoff from developments draining into the Solomon Creek bed is causing flooding of agricultural land farther downstream now. Each new development will add to the amount and the speed of the water running into the creek. The General Plan Advisory Committee recommended that all new developments draining into the Solomon Creek be denied until an overall plan for retardation and retention of runoff is worked out and the proper funding sources determined. The Santa Maria Times, on May 23, 1979, reports that County Flood Control Engineer, James Stubacher, stated that runoff catchment and storage and building of groundwater recharge facilities could be accomplished at a cost of as much as $1 million. The money could come from developers who would pay $200 for each lot (which would require approval of 5000 new lots).

6. The Santa Maria Airport Board of Directors has established an Airport Protective Zone, an area in which residents would be exposed to unpleasantly high noise levels. Letters warning the Planning Commission and the Board of Supervisors and advising against development in that zone were written in 1971, 1972, 1973, 1974, and 1975. Minutes of the meetings of the Airport Board of Directors in 1977 and 1978 reflect the same concern for the North Point and Woodward developments.
In addition, the Airport has repeatedly protested development in the flight path of aircraft:
November 16, 1972 the Board protested in writing the granting of an additional lot subdivision, Asessor's Parcel No. 111-26-23, to Mark Smith.
January 11, 1974, the Board commented on Tract Map 11,905: "This area lies adjacent to the Foxen Woods subdivision which received vigorous protest by the Santa Maria Public Airport District in early 1972 on the basis of safety and noise exposure.Once again the Board of Directors takes the position that residential development in this area will expose purchasers to environmental problems created by a long-established public airport." "...the Santa Maria Public Airport District requests an airport protection zone around all of the airports within Santa Barbara County. Specific zoning information for Santa Maria Public Airport is already in the hands of the County Planning Department. Since the Santa Barbara County General Plan is now undergoing updating and the officials of the airport district feel that the planning consultant will surely not recommend housing in this area, at this time we urge the commission to deny this request until a new general plan is in effect."
April 18, 1975, the Board called to the attention of the Board of Supervisors that Foxen Woods development, Assessor's Parcel No. 105-020-08, TTM 12,101 would expose future residents to aircraft flyover and noise.

Of the "Orcutt 13" projects TTM 12,770, Harp, falls directly into the aircraft approach zone, and TTM 12,727, Bognuda, 12, 176, Whitestine, and TTM 12,735, Smith lie in the Airport Protective Zone.

7. Question of the magnitude and seriousness of the groundwater overdraft in the Orcutt groundwater sub-basin.
In the Santa Maria Times on May 23, 1979, it is reported that the County Flood Control District finds that runoff catchment and storage could replace the total amount of water consumed by the projects. While flood control measures such as retardation and retention basins, and groundwater recharge are laudable objectives which should be pursued vigorously, it is difficult for me to understand how recharge of runoff could replace the amount of water consumed. Carried to its logical extension it would mean that as long as we would implement catchment and storage of runoff, we could continue expanding our residential developments indefinitely without any further overdraft of the basin?

2

3249 SKYWAY DRIVE • SANTA MARIA, CALIFORNIA • 93454

November 16, 1972

AIRPORT DISTRICT BOARD:
WILLIS C. PERRY, PRESIDENT
THOMAS A. LANE, VICE PRESIDENT
RICHARD H. TAGGART, SECRETARY
JAMES S. KUYKENDALL
ALFRED J. EVERETT

JAMES ROYER, COUNSEL
HERBERT E. GERLEN, ENG.

The Honorable Board of Supervisors
County of Santa Barbara
Court House
Santa Barbara, California

Gentlemen:

The Board of Directors of the Santa Maria Public Airport District wishes to protest the granting of an additional 100 lot subdivision, Assessor's Parcel No. 111-26-23, proposed by Mark Smith and commonly known as "Foxen Woods Subdivision".

The construction of this subdivision, lying under one of the primary flight paths to the Santa Maria Public Airport, may possibly be creating a difficult environmental situation. If the Santa Maria Public Airport is going to continue to serve the community as the primary air transportation center for the Central Coast, continual residential encroachment must be given serious consideration.

We respectfully request that every consideration be given to the environmental needs of the Santa Maria Public Airport and the possible damage from residential encroachment be thoroughly considered.

Throughout the United States the air transportation system is being prevented from performing its proper function due to continual allowance of residential encroachment in glide path areas. We sincerely request your favorable consideration in preventing this occurrence in and around the Santa Maria Public Airport.

Very truly yours,

Everett W. Berry, General Manager
Santa Maria Public Airport District

EWB:jb

SANTA MARIA PUBLIC AIRPORT

3249 SKYWAY DRIVE • SANTA MARIA, CALIFORNIA • 93454

EVERETT W. BERRY
GENERAL MANAGER

January 11, 1974

AIRPORT DISTRICT DIRECTORS
WILLIS C. PERRY, PRESIDENT
PHILIP G. CARDIN, VICE PRES.
JAMES S. KLUCKER, SECRETA
RICHARD R. BRADLEY
THOMAS A. LANG

JAMES ROZEK, COUNSEL
HERBERT E. GERFEN, ENGINE

Santa Barbara County Planning Commission
Engineering Building
123 E. Anapamu St.
Santa Barbara, CA. 93104

Ladies and Gentlemen:

I would like to submit the following comments relating to Tract Map 11,905 regarding opening up an additional residential subdivision on the south boundary of the Santa Maria Public Airport.

This area lies adjacent to the Foxen Woods subdivision which received vigorous protest by the Santa Maria Public Airport District in early 1972 on the basis of safety and noise exposure. Once again the board of directors takes the position that residential development in this area will expose purchasers to environmental problems created by a long-established public airport.

Although the Planning Commission saw merit in our protest against the expansion of Foxen Woods, the Board of Supervisors approved construction of approximately 100 homes in the same area the current developer is now applying for.

Once again, as previously requested in 1972, the Board of Directors of the Santa Maria Public Airport District requests an airport protection zone around all of the airports within Santa Barbara County. Specific zoning information for Santa Maria Public Airport is already in the hands of the County Planning Department.

Since the Santa Barbara County General Plan is now undergoing updating and the officials of the airport district feel that planning consultants will surely not recommend housing in this area, at this time we urge the commission to deny this request until a new General Plan is in effect.

Very truly yours,

Everett W. Berry, General Manager
Santa Maria Public Airport District

EWB:jb

SANTA MARIA PUBLIC AIRPORT

3249 SKYWAY DRIVE • SANTA MARIA, CALIFORNIA • 93454

EVERETT W. BERRY
GENERAL MANAGER

April 18, 1975

AIRPORT DISTRICT DIRECTORS
WILLIS C. PERRY, PRESIDENT
PHILIP G. CARDIN, VICE PRES.
JAMES S. KLUCKER, SECRET.
ALDEN C. BARRIOS
THOMAS A. LANG

JAMES ROZEK, COUNSEL
HERBERT E. GERFEN, ENGR.

Honorable Board of Supervisors
County of Santa Barbara
Court House
Santa Barbara, CA. 93101

Gentlemen:

Once again we call your attention to the fact that residential development adjacent to Santa Maria Public Airport will be exposing future residents to aircraft flyover and noise.

The parcel proposed for the Foxen Woods development (Assessor's Parcel No. 105-020-08, Tentative Map No. 12 101) lies exactly under the established approach path to Santa Maria Public Airport. This location has created environmental difficulties for other residents of Foxen Woods.

Future purchasers should weigh the environmental effects of this location carefully prior to purchase.

Very truly yours,

Everett W. Berry, General Manager
Santa Maria Public Airport District

EWB:jb

My name is Virginia Mason. I have lived in the Locust-Oak Knoll area for 21 years.

I believe that only those people who have actually lived out in the growth area can accurately describe the changes that have taken place in our daily lives as a result of that growth.

I'm a housewife. I've never worked outside my home.

(OVER)

but I have always worked with youth and civic groups. My concerns lie in the areas of traffic safety for our children and the elderly and for adequate recreation areas and open spaces. I don't believe that the E.I.R. has addressed these problems adequately.

Thank you.

Mrs. Virginia M. Mason
1194 Oak Knoll Rd.
Santa Maria, Ca.

"ORCUTT 13"

Santa Barbara Air Pollution Control District
Evaluation of Draft Environmental Impact
Report 79-EIR-1

1. The EIR does not attempt to quantitatively assess the impact these projects will have on air quality. Ozone, its precursors and particulate matter are pollutants of major concern in the North County. Housing projects of this size have a significant deleterious effect in that they undermine the attempts of the APCD to bring Santa Barbara County into compliance with Clean Air Act Standards. A much better discussion on ozone and particulate matter is needed for each project.

3

2. Dust Control.
The following projects will need to follow stringent dust abatement programs in that dust from construction will impact existing housing and/or major roadways:

   a. TTM 12,679/78-RZ-19
   b. TTM 12,727
   c. TTM 12,726
   d. TTM 12,176/78-RZ-14
   e. TTM 12,735/78-RZ-16
   f. TTM 12,749 (Dust will impact Righetti HS)

3. Any construction of residences in the vicinity of existing petroleum facilities is discouraged by the District. The following projects are located in the area of petroleum storage facilities and can be expected to, at one time or another, experience unpleasant odors or fumes:

   a. TTM 12,676
   b. TTM 12,749
   c. TTM 12,674
   d. TTM 12,675
   e. TTM 12,631) To a very
   f. TTM 12,630) minor degree.

4

The APCD finds this document inadequate and unacceptable until the above calculations, notations and additions are completed.

John M. Deacon, Technician
Air Pollution Control
May 11, 1979

JD/ls

5-2-79

To: Dept of Envirn mental Resources
Room 103 County Administration Bldg.
105 East Anapamu Street
Santa Barbara, California 93101

Dear Sirs:

Im writing in protest to the extensive home building being planned for the Orcutt area of approximately 930 homes and 180 condominium units. Im protesting the environmental impact these units will have on the ground water supply within that area. Each home will have a water septeur that will discharge its brine into the existing sewer system, which will then allow settlement seepage of salt back into the ground water system. The development of approximately 369.3 acres of land will prevent natural water seepage to replenish ground water in our area not noted for heavy rain falls, average yearly rainfall of 14 inches.
The additional drain of water usage from existing wells will cause a severe water shortage during the dry months.

The homes will represent an additional 1860 cars (average 2 cars per family) in the immediate Orcutt area. The road systems are not adequate to handle that many additional cars. The resulting auto emmesions will cause smog and particulate problems similar to the South coast basin.

Sincerely yours
R. J. Swenson
4418 Coventry Court
Santa Maria Calif.
93454

Valley Engineering

409 FIRST STREET
SOLVANG, CALIFORNIA 93463

(805) 688-3390

J.W. LEECE, C.E.
SIDNEY GOLDSTIEN
MICHAEL MANUS

May 23, 1979

Albert F. Reynolds
Department of Environmental Resources
105 East Anapamu Street
Santa Barbara, California 93101

Re: Tract 12,735

Dear Mr. Reynolds:

We have reviewed the Draft EIR (79-EIR-1) for this project with Mr. Mark Smith, The owner/developer, and submit the following comments:

1. REGIONAL IMPACTS:

(5) This Environmental Report addresses the cummulative impacts of all 13 projects combined as one large project. The decision to prepare one report for a group of projects was intended to save time and money but was never intended to combine the impacts and data of the 13 projects into one entity. This approach is misleading, inaccurate and tends to overstate and exaggerate the actual regional impacts relevant to Tract 12,735. Regional impacts should be those associated specifically with Tract 12,735 taking into account all past, present and future projects.

(6) While certain impacts of all 13 projects are similar on a regional scale, others will vary depending upon the impact and specific project. For example, the regional visual impact (Table 1) and related discussion on page 7 (Land Use) does not reflect existing open space and recreation areas within Foxenwoods or the proposed recreation areas of Tract 12,735. Similarly the discussion on socioeconomics does not reflect the proposed townhouse development which is part of Tract 12,735. By combining all 13 projects as one, the project description for Tract 12,735 has been inaccurately and disproportionately presented.

In addition, and more importantly, criteria used to determine significance may result in significant findings if impacts are based on an accumulation of 13 projects but may not result in such findings if the actual impacts related to Tract 12,735 were addressed. Regional impacts should relate impacts of the specific project (Tract 12,735) to other past, present and future projects. For example, the County has established a criteria to determine significance of water demand in an overdrafted water basin. The criteria sets 1% of the overdraft as the threshhold for significance. By grouping all 13 projects into one, the water demand is 531 AFY (est.) of which 398 AFY is used consumptively. This amount is greater than 1% of 20,000 AFY which is the estimated overdraft of the Santa Maria Ground Water Basin. If, however, the actual project of Tract 12,735 is used as a basis, the consumptive use is 88 AFY(est.) which is less than 1% of 20,000 AFY and is therefore not significant. (7)

The format for the discussion related to regional impacts should be modified to address each project as a separate proposal to eliminate the inconsistencies which currently exist.

2. SITE SPECIFIC (p.87)

A. TRAFFIC -

East/West Expressway - This item was addressed at the Planning Commission Hearing on May 16, 1979. The Transportation Department is on record as stating the East/West Expressway alignment does not encroach within the boundaries of Tract 12,735 and will not require future dedication within this project. This impact should be deleted. (8)

Additional Vehicles on Broadway - This report has not adequately discussed planned roadway improvements in the Santa Maria/Orcutt area. The City of Santa Maria and County of Santa Barbara propose a southerly extension of Miller Street to the Orcutt Expressway which will divert traffic from Broadway. Studies have also been prepared to restripe Broadway to 6 lanes to increase capacity. This is not a significant unavoidable impact and should be placed in category 3 which are non-significant mitigatable impacts. (9)

B. LAND USE -

Based on a number of conversations with members of the Board of Directors of the Airport Board, the

(10) Proposed Airport Protective Zone is intended to be used for informational purposes only and is not intended to restrict building within the zone. Its purpose is to inform future residents that the property within the zone is in a twin-engine aircraft over-flight area and is subject to aircraft noise. The intent is to eliminate future complaints of residents related to aircraft operations and, in effect, protects the Airport. This impact should be deleted.

(11) The loss of open space should also be deleted from the list of unavoidable adverse impacts. This project consists of the development of 93 acres presently zoned 10-R-1 and General Planned for the intended use. Existing Foxenwoods developments have provided open space and recreational areas. This project proposes approximately 15 acres or 16% of the total acreage as recreational area.

C. HYDROLOGY -

Total water demand for this project is estimated to be 118.5 AFY. Of this amount approximately 75% or 88.5 AFY is used consumptively. Use of the Orcutt Storage Unit as a means of determining overdraft is inappropriate as it is an arbitrary subdivision of the larger, interconnected Santa Maria Groundwater Basin (see p. 9). This is further discussed in a recently adopted report regarding recharge of urban runoff (copy attached). The overdraft of the Santa Maria Groundwater Basin is estimated to be 20,000 AFY. It has been the County's policy to find significance in an overdrafted water basin when the consumptive use of a project exceeds 1% of the overdraft, in this case 200 AFY. Tract 12,735 with a consumptive use of 88.5 AFY does not exceed the threshhold and is therefore not significant. This impact should be deleted. In addition, there should be an added discussion regarding the recent Board of Supervisors action which adopted a policy to implement conditions for groundwater recharge.

To help facilitate those who will be directly involved in this project, we would appreciate that the above comments be accounted for within the text of the report to eliminate footnoting and cumbersome cross-referencing.

Sincerely yours,

Sidney J. Goldstien

SUMMARY OF A REPORT ON THE FEASIBILITY OF RECHARGE OF URBAN RUNOFF IN THE ORCUTT AREA OF SANTA BARBARA COUNTY AS A MEANS OF MITIGATING WATER DEMAND BY NEW DEVELOPMENTS

By SANTA BARBARA COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

INTRODUCTION

There are about 4,600 acres of unincorporated area in the vicinity of Orcutt which is zoned for urban uses. About 2,200 of these acres are presently developed, and several subdivisions and other projects are pending. The Planning Commission has requested a study to determine if it is possible to recharge some of the runoff from existing and new developments to mitigate part or all of the water demands of new development.

It does not present a complete picture to consider water usage and recharge in Orcutt alone. The Orcutt Storage Unit is part of the larger Santa Maria Groundwater Basin, and is an interconnected part of the whole and both are in a condition of overdraft. The City of Santa Maria extracts about twice as much water from the Orcutt Storage Unit as does the local water purveyor, and much of the water extracted by the City returns to the Santa Maria Basin. As groundwater levels in Orcutt are lowered by pumping, lower quality water from the main basin to the north will be drawn into the Orcutt Unit (There are no hydraulic barriers between the Orcutt Unit and the Santa Maria Basin). There are estimated to be 2 million acre feet of groundwater in storage in the Santa Maria basin above sea level. Table 1 gives statistics on the main basin and Orcutt unit.

EFFECT OF DEVELOPMENT ON RUNOFF AND RECHARGE

Single family development in the Orcutt area increases both the groundwater recharge and the surface runoff from rainfall. In the undeveloped condition, about 1.5" of rain contribute to recharge on an average annual basis. With 10-R-1 development, the recharge increases to 2.3"/yr by concentrating roof drainage on irrigated landscaped areas. Runoff from impervious areas such as streets, sidewalks, driveways, and portions of roofs amounts to another 5.0"/yr. Most of this 5.0" is presently lost for recharge, as it flows across relatively impermeable soils downstream of the urban drainage system. It is this water which offers the best opportunity for recharge.

FEASIBILITY OF GROUNDWATER RECHARGE

Geologic and engineering investigations, including test borings and infiltration tests, literature research, well log examination, and discussion with research scientists specializing in groundwater recharge, indicate that recharge of urban runoff in the Orcutt area is feasible. It is most feasible in the area north of Clark Road and east of the Orcutt Expressway. An excellent recharge area exists on the northerly edge of the Orcutt Storage Unit about ½ mile north of Bettencavia Road. There are extensive areas of hardpan and clayey soils west of Orcutt Expressway and along Orcutt Creek which make recharge more difficult here, but it is possible to impound runoff and divert it to more permeable areas.

SUMMARY (Cont.)

The preferred means of recharge is a combination stormwater retarding and recharge basin in permeable soils. Where suitable, these appear to be most economical and have the lowest maintenance requirements of any types of recharge facilities. There are several existing or proposed retarding basins in the Orcutt area which can be modified to function as recharge basins as well. These include the Oak Knolls Basin, the Lakeview Basin, and smaller basins in various tracts.

Another means of recharge is the collection, storage, and conveyance of runoff from areas of impermeable soils to known good recharge areas. Areas suitable for this technique include the confluence of two major drainage channels in the northwest portion of the Santa Maria Airport and the Betteravia Lakes. This type of system can be very reliable, but the capital costs are high.

A third means of recharge is through large diameter gravity wells bored through impermeable soil strata into the aquifer and covered with filter sand and a collector system in connection with an impoundment. Sealing of these wells by fines not deposited on the filter sand could be a problem and make this method not as reliable as the preceeding two methods.

Detailed cost estimates have not been prepared as part of this report, but it is believed that a recharge fee of $200 per unit plus the drainage fees or construction in lieu of payment would be reasonable at this time. These fees could be revised later, if necessary.

DISCUSSION

The annual water demand of the typical 10-R-1 lot is about 0.5 AFY. The recharge from the equivalent undeveloped lot area is 0.04 AFY. If the impervious area runoff is caught in a basin, the recharge from the developed lot is 0.19 AFY, an increase of 0.15 AFY over the undeveloped. If there were to be a requirement for 100% mitigation of groundwater usage by new development, another 0.35 AFY would have to be provided. One source of this water could be the runoff from existing developed areas, which amounts to about 900 AFY. If completely recharged, this 900 AFY would provide the water needed for another 2,600 R-1 units.

If development were to occur on the 2,400 acres of vacant land zoned for urban uses in the Orcutt area, the additional water demand from housing units alone would be about 3,700 AFY. If most of the runoff from this area was recharged, the groundwater return would be about 1,100AFY, giving a consumptive use of 2,600 AFY. This could be further reduced by recharging about 900 AFY of runoff from existing development, leaving an unmitigated use of 1,700 AFY. The total new recharge of 2,000 AFY would represent 54% mitigation of the new demand, leaving a deficit of 1,700 AFY. Figure 1 illustrates the relationship between area developed, water demand, potential recharge, and mitigation possible.

SUMMARY (Cont.)

CONCLUSIONS AND OPTIONS

The construction of groundwater recharge facilities for existing and new developments in the Orcutt area could provide mitigation (of groundwater overdraft) varying from 54% to 100%, depending on what percentage of land zoned for urban uses is actually developed, as previously stated. (See Figure I)

If the Board decides that 54% mitigation is sufficient to make the groundwater problems insignificant, or finds there are other overriding circumstances, proposed developments could be judged on considerations other than water, and, if approved, be required to construct or contribute towards the cost of groundwater mitigation facilities.

If, on the other hand, the Board decides that 54% mitigation is not sufficient, and there are no other overriding considerations, there would be 900 AFY of existing runoff which could be recharged at developer's expense. As previously explained, this 900 AFY could, in combination with recharge from new developments, completely mitigate the water requirements for 2,600 single family residential units, or about 35% of the potential. If this course is taken, a major question would be who gets to develop. The options here could include:

1. First come, first served.

2. Reduced density to spread available water over all urban zoned lands, possibly including issuance of development rights based on a proportionate share of the available water, which could be sold or transferred.

3. A priority system based on various rating factors.

4. A lottery

5. Encouraging the annexation of the Orcutt area to the City of Santa Maria so that one agency would have total responsibility for water supply and there could be integrated management of municipal pumping from the Orcutt Unit and the rest of the Santa Maria Basin.

Another option could be to require a degree of mitigation intermediate between 54% and 100%. The question of who would be allowed to develop would still remain.

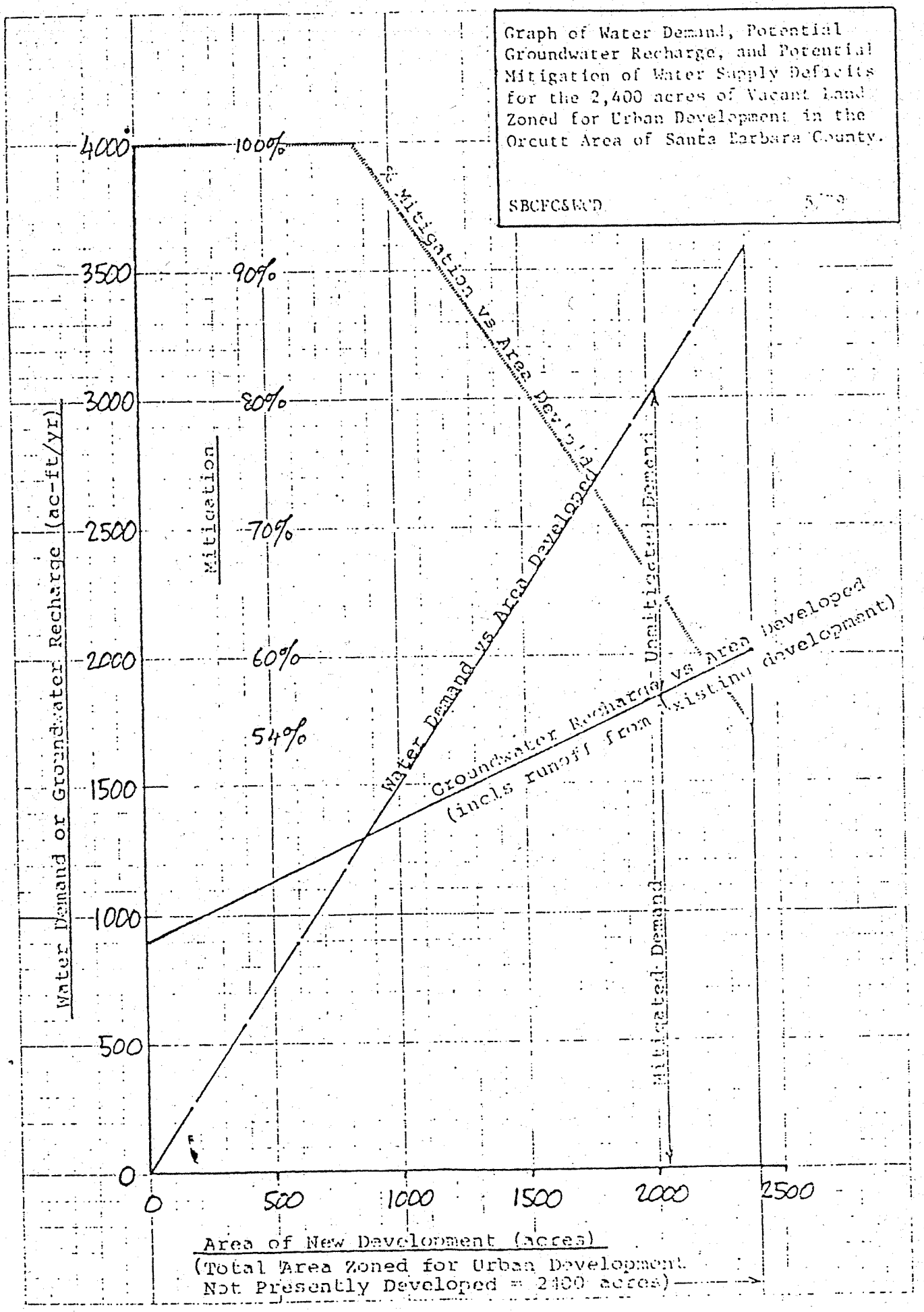

Graph of Water Demand, Potential Groundwater Recharge, and Potential Mitigation of Water Supply Deficits for the 2,400 acres of Vacant Land Zoned for Urban Development in the Orcutt Area of Santa Barbara County.
SBCFC&WCD
% Mitigation vs Area Developed
Water Demand vs Area Developed
Groundwater Recharge vs Area Developed (incls runoff from existing development)
Mitigated Demand
Mitigation
100%
90%
80%
70%
60%
54%
4000
3500
3000
2500
2000
1500
1000
500
0
0
500
1000
1500
2000
2500
Water Demand or Groundwater Recharge (ac-ft/yr)
Area of New Development (acres)
(Total Area Zoned for Urban Development Not Presently Developed = 2400 acres)

FIGURE 1

TABLE I

GROUNDWATER DEMAND/SUPPLY SUMMARY

		ORCUTT STORAGE UNIT	SANTA MARIA GROUNDWATER BASIN (Includes Orcutt Storage Unit)
SAFE YIELD/ANNUAL RECHARGE		9,670 AFY*	75,300 AFY
EXTRACTIONS			
M & I		12,185 AFY (8,000 City of S.M. 4,185 Calif. Water Co.)	20,435 AFY
Agriculture		4,000 AFY	117,600 AFY
	Total	16,185 AFY	138,035 AFY
GROUNDWATER RETURNS			
M & I		1,035 AFY	7,185 AFY
Agriculture		1,080 AFY	31,750 AFY
	Total	2,115 AFY	38,835 AFY
CONSUMPTIVE USE		14,079 AFY	99,100 AFY
OVERDRAFT (Consumptive use - safe yield)		4,400 AFY*	19,800 AFY

SOURCE: SBCWA, "Adequacy of the Santa Maria Groundwater Basin," 1977 Revised 1979

* Toups Corp. 1978, p. III - 31 & 38

FRED H. SCHOTT & ASSOCIATES
CIVIL & STRUCTURAL ENGINEERS
200 Suburban Road
San Luis Obispo, California 93401 805/544-1216

Fred H. Schott, P.E.
David M. Carter, P.E.
Dennis Bethel, P.E.
Clayton A. Pharaoh, P.E.
Jerry Gusman
Bruce S. Elster
Richard N. Kopecky
Larry G. Bogovich
Francisco J. Castaneda
Robert W. Palmer
Michael Szatlocky
Stephen R. Shively

May 29, 1979

Mr. Al Reynolds
Department of Environmental Review
123 East Anapamu Street
Santa Barbara, California 93101

Subject: Orcutt 79-EIR-1-113

Dear Mr. Reynolds:

The following is a summary of notes used for verbal testimony at the environmental hearing of May 24, 1979. We hope they are helpful in compiling the final document.

If you have any questions in this matter please do not hesitate to contact us.

Sincerely yours,

Dennis Bethel
Chief Civil Engineer

DB:md

Enclosures

In general we feel that this report points out many problems that need consideration if we are to provide a healthy environment for ourselves and our children. In general we concur with the mitigation measures and feel they should be implemented, with certain exceptions noted.

We do not agree in many cases with the degree of the impacts studied, and believe that progress can be made while we continue to study and refine solutions to these potential impacts.

(12)

Aside from the limited impacts associated with the construction process, the subject projects cause virtually no impact. The impact is people. People use water. People drive cars. People consume energy. These people exist and work in the Santa Maria/ Orcutt Area. With a 2% vacancy factor, they obviously don't come to the area for the housing opportunity, they will come primarily for economic opportunity. Not providing housing will not solve the problems, only compound them.

There are certainly some problems associated with development in the Orcutt Area, as there are with developments anywhere. These problems must be solved and it is to the advantage of all that they be solved, but there is also a time for action. These projects have been studied for over a year. It has been more than three years since people began looking at potential negative impacts of projects in the Orcutt Area. Some progress has been made while some areas need more work. We can't, however, stop the world and wring our hands until we have the perfect solution to all of our housing needs. The subject projects are good, not perfect, but good. They are providing flood control facilities. They are improving circulation systems. They provide permanent open space.

They are filling an existing need in the community. This information needs to be presented in the report. From documents such as this report, together with public input and the work of conscientious public servants better solutions to our housing needs will develop, but we need to take care of today's needs today.

2 1. INTRODUCTION

References to the Orcutt 9 or other possible future projects should be deleted. Since the area is G.P. and approved for residential use it is to be expected that as demand requires projects will be proposed. This is not a relevant consideration in this E.I.R.

13

10 2.3 WATER SUPPLY AND WATER QUALITY

It does not seem reasonable that a large scale solution can not be considered mitigation for a large scale cumulative impact.

14

12 2.6 AIRPORT PROTECTIVE ZONE

The airport approach zone and protective zone are not a part of the General Plan. The approach zone does not extend beyond Bradley Rd. The extension at U. S. 101 is not warranted. The report states 98% of airport traffic use this approach. What needs to be emphasized is that this is for landing-not take off. The extension would create a zone beyond already substantial development. The recent dropping of S.M. from the Hughes Air West Schedule would indicate the expectations of the SMPAD for commercial aviation were far too optimistic.

15

The protective zone proposed is fragmented at best, often creating

16 pockets or complete Islands surrounded by development. This is not a part of the general plan and should not be considered in view of the likelihood of revisions.

.13 TRAFFIC 2.7

Assuming 9.35 miles is correct and using a 36' Street (56' R/N) the actual paved area would be approximately 40 acres not 70. There would be an additional 10 acres, approximately for side-walks.

17

.13 REGIONAL MITIGATION OF LAND USE AND SOCIO-ECONOMIC IMPACT: 3.1

A growth management program is without a doubt the worst solution to the problems..As we can see in the Orcutt area over the last few years the price of housing has gone up in proportion to the amount of control the country has exercised. Prices were relatively stable, approximating inflation. It has only been since government control has, that demand has out-stripped supply and prices have sky-rocketed. To implement such a policy would send housing prices and speculation soaring. Free enterprise is the only reasonable answer to the socio-economic impacts.

18

As we found out in the 1960's the housing market is self-regulating. As a result of massive government cut-backs, there became an over-supply of housing and construction stopped. Since the dependence on government employment that existed in the 1960's is no longer present, the drastic cut-backs that took place at that time probably can't happen again. It is, however, true that a healthy market will regulate itself based on the laws of supply and demand. Government should encourage this free enterprise system to operate, not attempt to control it. Attempts at government control to balance supply and demand have ended in 100% failure.

Government should assure quality and an integrated overall plan, but should not interfere with areas that are best controlled by the free enterprise system.

16 REGIONAL AIRPORT PROTECTION ZONE MITIGATION: (15) 3.6

Suggest an additional mitigation factor would be for the airport district to purchase the property it requires and dedicate this land as open space. Since it owns substantial land around the airport currently being developed in commercial or manufacturing uses it would seem feasible that they may trade some of this for the property in the protective zone. If it were under one ownership, the district could implement their program with maximum efficiency.

19

18 3.3 REGIONAL NOISE MITIGATION MEASURES: (23)

20

This is in conflict with 3.6.

20 COSTS OF SPRAWL 4

a) Developer currently provides all of the facilities described therefore, there can be no cost reduction.

a

b) (d) & (e) Assume good cluster design as poor sub-division design.

22 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS 5.1, 1,2,3,

The significance of the impacts noted is greatly overstated. We feel there are areas of concern and will support measures to solve existing and future problems but don't feel any of these items constitute an unavoidable significant adverse impact.

22

24 5.4 BENEFICIAL IMPACTS

After 23 pages of discussion of adverse impacts, one paragraph concerning beneficial impacts leads one to doubt the diligence of the preparer. There seems to be a number of impacts not considered.

23

An area that is not addressed in the report is the impact of not constructing additional housing in the Orcutt area. Although no detailed studies have been done, the following areas (and I'm sure many more) would seem to need investigation.

1. The increased cost of existing residences, and any new residences that might be built, due to increased demand and reduced availability.
2. The increased consumption of energy and increased pollution caused by the need to commute to the local job centers from other further removed areas.
3. The increased pollution, particularly fertilizer pollution and particulate matter, as well as increased water use of farming these potentially residential lands. Although some sites may not be suitable for agricultural use, the recent avocado plantings are an example of a possible trend. These properties won't remain vacant if residential use is not permitted.
4. Social and economic impact caused by a lack of decent and affordable housing.
5. The social impact of over-crowding of existing housing.
6. The economic impact of a lack of employment in the construction industry.

As with the potential adverse effects of construction, the individual as well as cumulative impacts of no construction should be considered.

Even if the quantities presented are assumed to be correct, the impact of any individual project is inconsequential b itself, and when viewed cumulatively, only be come significant when looked at over a long period of time. Groups has stated that there is adequate water supply for at least the next fifty years. The Southern California Water Company has stated they can supply water for an additional 5,000 (or more" customer. They also favor supplementing the existing water supply.

It is not reasonable to assume that no additional water would become available during the next fifty years, or even the next twenty years. Man sources are currently available including construction of a reservoir at Round Corral, desalization of sea water, weather modification, construction of spreading grounds and recharging wells (a very successful soludtion in similar areas). There are no doubts that other methods are currently available or that they will become available in the future.

Alternative agricultural use, as briefly mentioned in this report, is a greater use of water than the propose residential uses. This is particularly important in the area of water quality. In view of recent planting East of Orcutt and the high cost of holding land there is every reason to believe that if projects are not allowed to develop agriculture will utilize much of the available open land. To summarize, we do not agree that there will be a significant unavoidable adverse environomental impact related to hydrology. The data used and conclusions reached are uncertain. The magnitude of the individual, or even collective projects is insignificant and only when viewed over a very long period of time do they become collectively, with all future projects, significant. With the

TRACT - 12,679

PG 30 Table 1

1.1 Airquality - There has been no request to drill wells. This will require a separate request and environmental evaluation. (24) The present owner simply wants to retain this property for a possible future use. This should not be considered an unavoidable adverse impact.

1.2 Traffic - The project traffic load is well with in the limits of Hartnell's carrying capacity. In addition the extension of Hartnell will provide a link in the county overall plan for another N.S street following the Rail road right of way. Existing topography makes connection of Hartnell and Riverside impractical. The small number of lots do not warrant the massive grading that would be required. Emergency access is provided.

1.3 Land use - Refer to 1.1 regarding oil wells. The project provides 13 acres of open spaces, plus large lots, allowing substational open spaces between units. In addition special landscaped streets are proposed. The over all density is substantially below the allowed density. (2.38 as apposed to the 3.2 allowed)

1.4 Visual - Refer to Land use 1.3.

1.5 Hydrology - In addition to the previously discussed facts any impact of this project alone should not be considered substantial. Even those persons who contend there is substantial impact only address their concerns to the cummulative impact.

33 3.1 Visual - Trees will not be removed beyond those required for building.

35 4. Mitigation - In general will concur with the mitigation measures proposed.

38 5. Alternatives - (2) As previously discussed we vigorously oppose government control of the housing market and suggest it be deleted from this report.

Tract 23590

55 Table 5

1.1 Land use- The Orcutt area is an urban community. A lessening of the density as one moves away from the community is considered good planning practice. That is what is done with this project. This should not have a significant impact.

(25)

1.2 Visual - See 1.1 above. Since the project falls away from Blosser Rd. the view of the hills is impacted.

1.3 Hydrology - This should not be considered significant unavoidable adverse impact. See previous discussions.

50 1.1 Land use & zoning - 1 acre lots are consistant with zoning. Re zoning will prevent further breakdown.

58 4. Mitigation - We concur with the mitigation measures suggested excepting 4.2 traffic and circulation which is beyond the control of the applicant.

59 5 Alternatives - (2) As previously discussed we vigorously oppose government control of the housing market and suggest it be deleted from this report.

Tract - 12,726

65 Table 6

1.1 Hydrology - See previous discussion.

64 2.1 Traffic- Street alignment was worked out with the transportation and floor control departments and it was the best solution under the existing conditions, (See 2.4 pg 67 flood control) and therefore should not be considered a significant adverse impact.

(26)

68,69 4 Mitigation - We concur with mitigation measures except #4 as discussed above (2.1)

70 5 Alternatives- (2) As previously discussed we vigorously oppose government control of the housing market and suggest it be deleted from this report.

Tract 12,770

134 Table 12

1.1 Land Use - Conflict with the airport approach is not significant This is the landing approach and at a distance of 3 miles there is no significant impact. The defined approach only extends to approximately the west side of Bradley Rd. There is substantial development existing beyond this point and any extension would have a considerable gap from west of Bradley Rd to immediately adjacent to the subject

(27)

Considering Hughs Air West is dropping of S.M. this expansion is mostly in practical but also unwarranted. Also see "Visual" Tract 12,726 and previous hydrology discussion.

1.2 Hydrology - This should not be considered significant unavoidable adverse impact. See previous discussion.

129 1.1 Visual - There is very limited vi w of the site from the other a areas due to exist trees. This is true for Via Alta as well as Harp Rd. (See photo page 131)

136 2.3 Noise-Air craft are too high to have significant impact. The site is approximately 3 miles from the airport. In addition take offs in this direction are very rare and only occur under I.F.R. conditions.

137

139 3.1 Visual - Trees will be saved.

3.2 Lane use - See previous discussions. It should be noted that streets and buildings will be designed to follow the existing sloping site.

138 4. Mitigation - In general we concur with the mitigation measures proposed except as noted below.

139 4.6-10 Visual - Trees already exist.

140 5. Alternatives - (2) As previously discussed we vigorously oppose government control of the housing market and uggest it be deleted from this report.

TRACT 12,631

158 Table 14

1.1 Visual -There is a natural decreasing of density away from denser residential areas. Larger lots allow more open spaces between units that would be the care with the allowed 10,000 S.F. lots. Since the sites fall away from Blosser Rd. the view beyond will not be substantially impacted. For this reason the visual impact should not be considered significantly unavoidable adverse impact.

28

1.2 Hydrology - This should not be considered a significant unavoidable impact. See previous discussions.

153 Land use - Project is consistent with zoning.

161 4. Mitigation - In general we concur with the mitigation measures proposed expecting 4.1 which is unnecessary.

162 5 Alternatives - (2) As previously discussed we vigorously oppose government control of the housing market and suggets it be deleted from this report

(29)

TRACT - 12,630

pg 169 Table 15

1.1 Hydrology - This should not be considered a significent unavoidable adverse impact. See previous discussions.

pg168 2.1 Traffic - Decorative concreat block wll with denied access will be provided along Blosser Rd. incompliance with Santa Barbara County Transportation Dept. policies.

pg 171 2.4 Drainage - Reference to only pad grading is applicable to Tract 12, 631 not 12, 630.

pg 173 4. Mitigation - In general we concur with the mitigation measures proposed except as noted.

pg 173 4.1 Traffic and Circulation - Elimination of the N.S street is not feasible because of traffic circulation.

pg 174 5. Alternatives - (2) As priviously discussed we vigorously oppose government control of the housing market and suggest it be deleted from this report.

REGIONAL IMPACTS

TABLE I

1.1 Visual: Orcutt is an urban community. Several of the projects proposed create open space and//or provide decreased density. The leaving of unkept parcels randomly scattered within this urban setting provide a fire hazard, a potential for vandalism, opportunity for such illegal or undesirable activities and motorcycle riding or dumping of rubbish, and generally becomes an eyesore to the community. The projects will utilize the sites and provide attractive landscaping with future residential use. This certainly is not a significant adverse impact. If there are those in the community who feel there is a need for more open space they should encourage the county to begin taking its necessary steps to acquire the land and develop it in a responsible and orderly manner.

30

1.2 Water Supply. 1.3 Waterquality

2.3 Water Supply & Water Quality: Hydrology should not be considered and unavoidable, significant adverse environmental impact. We agreed that there are certain aspects of the hydrology that must be studied and certainly concur with those who wish to assure adequate water for the future. We do however, believe that the magnitude of the situation is substantially overstated. The data used in calculations of the overdraft is incomplete and based on numerous assumptions. There is considerable disagreement as to the fact even by qualified experts. (i.e. the Tucker Report).

31

The fact remains that even a small error of the problem cannot be qualified with certainty. In view of this uncertainity, it would not seem possible to conclude that a significant environmental impact would be created.

many alternative supplies available the impact, to whatever extent, certainly is not unavoidable. To assist in the implementation of a program of recharging the ground water table, the applicants propose to consists or contribute to a fund, similar to the drainage fund, to explore solutions, provide engineering and construct recharging facilities. If the problem is to be viewed over the next fifty years, then certainly so must the solutions.

In addition to these facts the Board of supervisors has previously determined proposed recharge to be substantial mitigation.

It has further found that with this mitigation there is not substantial impact.

1.4 Air Quality: It is not clear how some air pollution data was obtained. If the data is consistent with the reference report, and (32) it appears it is that this data is subject to some conjecture among qualified professionals. See the report of Sidney R. Frank, consulting meterologist, a part of the original Ocutt IV report. It would seem appropriate to present this differing evaluation.

It's would also be pointed out that since people are employed in this area and should housing be denied, they would need to commute greater distances to their jobs, there by causing an increase above that effected by these projects. In other words these projects could actually mean a reduction in total air emissions. This effect should be explored in the report.

The present fuel shortages and trends toward reduced use of autos, car pooling, public transit, etc., are not considered and could very well reduce impacts substantially.

Potential pollution caused by alternate land uses should be explored. Agricultural uses the most likely alternative, is a substantial producer

of polution.

Increased particulate emissions can be easily controlled and are of very limited duration. This certainly is not a significant effect particularly when compared to the alternative uses.

In view of the lack of conclusive facts to support the amount of poluta: estimated and the lack of consideration of several potentially significant aspects this cannot be considered a significant unavoidable adverse impact.

1.5 Socioeconomic: The rapid growth eluded to in this EIR can only be documented interms of proposed units. In fact the number of units constructed has been quite small. According to water company statistics averaging less than 275 units per year last 3 years. From a statistical point of view it can be shown that only about 25% of the units proposed actually get built. The number of the currently proposed project that will be built will depend on demand however it is a virtual certainty that all willnot be constructed.

33

It is also true that the "best investment" a community can make, interms of housing is new housing. Substantial fees are derived from new housing, property taxes based on the proposition 13 formula, are higher, and minimum services are required in terms of repairs to start servers, etc., fire protection, police protection, etc. The project sites have been paying there share of taxes for the many services they do not use for the many years, schools, sewer, police, etc. While it is true that theere will be an eventual explanation of many of these services there is a normal part of governments service to the community. Any socioeconomic impact should not be considered a significant unavoidable adverse impact.

The alternative of further limiting he supply of housing in the Orcutt area has not been considered. We have seen a dramatic rise in the cost

impact and has not been considered.

2.1 (NOTE CONRRECTION TO NUMBER) Landuse: References to open space must be viewed in the context of an urban community. The conversion of unused land to residential use in an urban community is not a significant adverse impact. If there is a need for more recreational facilities this should be address in the appropriate manner, landplannir is a function of the planning department and the planning commission based on the G.P and zoning ordiances. (See additional comments under visual above).

34

2.2 Sewage Collection: Full built out of all project similtaniously is assured. This will almost certainly not happen. When these or other project, bring the capacity of sewage treatment facilities 1.8 MGD an application for expansion will be made in the normal course of governme service. To say this is a significant adverse impact is a gross over-statement of the situation. (see 1.5 socioeconomic, additional comment under).

35

EIR
Orcutt
5/24/79
f/M

CITY OF SANTA MARIA • 110 EAST COOK STREET • SANTA MARIA, CALIFORNIA 93454 • 805-925-0951

May 22, 1979

Mr. Albert F. Reynolds, Director
Department of Environmental Resources
105 East Anapamu Street
Santa Barbara, CA 93101

Dear Mr. Reynolds:

Subject: "Orcutt 13" Draft EIR

The Community Development Department of the City of Santa Maria has reviewed the "Orcutt 13" Draft EIR, including the various development plans for the projects as shown on the insert map accompanying this EIR, which depicts the proposed locations of the various residential developments in the Orcutt area. The following concerns and comments relative to this Draft EIR are submitted for your consideration. First, however, I would like to reiterate a point made by the City Planning Commission in a communication to the County Planning Commission on May 16, 1979.

(26)

The City is most concerned with the impact of the proposed developments outside the Santa Maria Sphere of Influence and it is the position of the City that development outside Santa Maria Sphere of Influence should not be permitted until the Sphere of Influence boundary is amended to encompass areas of additional potential development, and that the full service impacts of these development are determined including adequate provisions to guarantee sufficient service capacity to handle any additional development outside the present Sphere of Influence boundary.

Now, with respect to the "Orcutt 13" Draft EIR, I would like to begin by stating that as Environmental Impact Officer for the City of Santa Maria, I would seriously question the methodology and conclusions arrived at in numerous segments of this Draft EIR and, as a public information document, I find that the worse case example as used in this EIR is not in keeping with the spirit and intent of CEQA, but in many instances, represents a total lack of applicant/consultant working relationship necessary to understand and mitigate the impacts of a project in a manner acceptable to both parties, but most certainly to the best interest of the County.

Further, we find that the Draft EIR falls short in the presentation of backup data necessary to justify the severity of many of the impacts stated and is almost devoid of logical alternative methods for accomplishing development on property that is already general planned and zoned for the type of development proposed. We also feel that the Draft EIR fails to take a look at the overall adequacy of circulation, sewer, and water impacts, as well as provided mitigating solutions or alternatives for noise, aesthetics, as well as social/recreational needs of the Orcutt urban area.

(37) In addition, the document states that in most cases development should be phased but, again, fails to present either data necessary to justify the phasing or provide recommendations with respect to appropriate phasing for the various developments contained in this EIR.

It is, therefore, our recommendation that an addendum be prepared to this Draft EIR which addresses all of the above points, as well as provide the decision maker with a full disclosure document that, not only fully evaluates all of the impacts of these projects in a fair and equitable manner, but presents reasonable alternatives to the developments proposed, including the assessment of a "No" project alternative.

In conclusion, I would again like to state that the Planning Commission of the City of Santa Maria is concerned with the manner in which the Orcutt area develops for not only sound environmental reasons but more importantly from the standpoint of the consequences of these decisions on future urban patterns and long range impacts on our natural resources. These concerns must be looked at in terms of the total community with a clear recognition of the overall needs and requirements of a rapidly urbanizing area.

I wish to thank you for the opportunity to review the "Orcutt 13" Draft EIR and associated residential projects within our Sphere of Influence. If you have any questions or care to have us be more specific relative to our assessment of this Draft EIR, please feel free to give me a call at your convenience.

Sincerely,

Al Autry, Director
Community Development Department

AOA/rtw

cc: Members of the Planning Commission
County of Santa Barbara

I believe we have reached a point where all men of conscious and common sense must fully admit prior knowledge and, therefore, co-guilt for the rape of the Orcutt "Y". I further believe if we continue to close our eyes to the on slaught wreaked upon our quiet valley, we shall eventually achieve their goal - a concrete jungle - smog - and traffic beyond your wildest dreams.

Soon grass - open fields - and rolling hills will be vague memories passed down generation to generation or shown on a movie screen. Maybe we can request green dye in our concrete to have some semblance of the beautiful earth we now cover with tons of concrete.

Speaking for a moment of the over draft of the Orcutt "Y" water supply with the additional square miles of concrete, it certainly won't get any better. We are rapidly removing soil which allowed water to percolate into our underground aquafers. In our recent election, the people of this valley stated - we do not wish state water. In God's good name, why are we still building like there is no tomorrow!! At what point do the land developers search their souls and say enough is enough! Presently, if they can not hook up to Laguna County Sanitation District - Septic tanks are the answer. So, on the one hand, they seal us off from the soil that feeds us and on the other, they find ways to contaminate with waste products when they find a way through the concrete collor which will eventually strangle our valley.

My question is, which valley is next? For when our valley's virgin qualities are gone. When all land is used to its' maximum. When we have become a megalopolis such as Los Angeles. When our skies are blackened by smog - It will be too late to wake up then; too late to turn the TV off; too late to say "how did it happen". In God's good name, CARE NOW - ACT NOW - SPEAK NOW!!

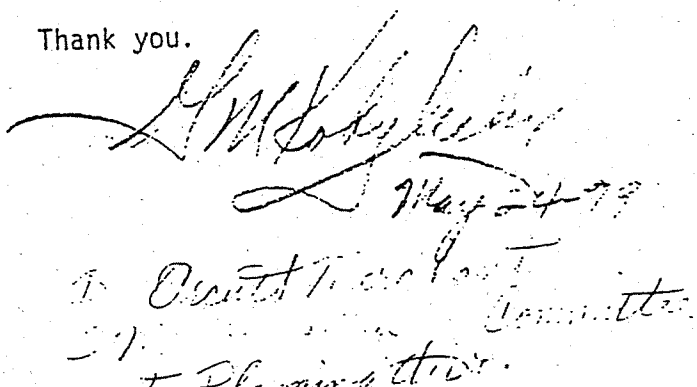
I am not a no growth advocate - but I certainly do not subscribe to the wanton destruction wrought upon us while the silent majority of hard working people are at work, leaving our valley's future in what should be the capable hands of our appointed/elected officials.

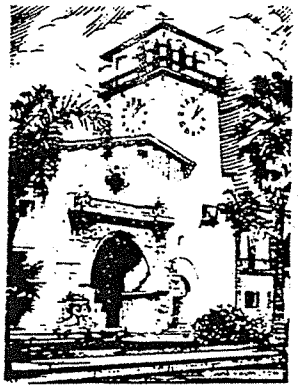
Unfortunately, greed is a very viable adversary - money talks and upon these two pinnacles, we place our valley for the ultimate sacrifice.

I humbly submit to this august body, please consider the silent majority of voters who are completely disillusioned with elected officials and slow down the wild building in the Orcutt "Y".

I guess the only way to protect it is to govern it locally. Maybe this is the time to start a wave of protests which will lead to some type of governing body in Orcutt. I pray it is not too late.

Thank you.





COUNTY OF SANTA BARBARA
CALIFORNIA

DEPARTMENT OF PLANNING

ENGINEERING BUILDING
123 E. Anapamu St.
SANTA BARBARA
CALIFORNIA 93101
(805) 966-1611

May 17, 1979

BRITT A. JOHNSON
Planning Director

PAUL W. WACK
Assistant Planning Director

TO: Albert F. Reynolds, Director, DER

FROM: Lynn K. Noordzij, Planning Technician

RE: 79-EIR-1

The following are this department's comments regarding those "Orcutt 13" projects requiring rezone action.

(-8)

1. Section 1.1 - While it is true that a Conditional Use Permit for oil drilling purposes has not been applied for, such a permit would not allow this use unless the zoning designation for the parcel included an "O" (Oil Drilling Combining Regulations) overlay.

2. Section 1.1 - It is stated that the proposed residential and recreational uses are consistent with the general plan, however, the general plan designations are not indicated.

3. Streets serving lots in units 1-4 and 6 are designed with nine-foot wide raised planted median strips. Aesthetically, these strips are desirable, but they will regulate the turning movements from individual lots and increase the miles driven per family, delivery trucks, etc., and increase gasoline consumption, and consequently, contribute to the degradation of air quality.

4. Section 4.2 - No lots are actually adjacent to Clark Avenue. More specific identification is needed under #7.

78-RZ-21

1. The proposed project is the rezoning of a portion of the site from 10-R-1 to R-A, not the entire site.

2. General plan designations and consistency are not indicated.

78-RZ-14

1. The project requires a rezone to 10-R-1, not IV-R-1 (Section 1.1).
2. General plan designations and consistency are not indicated.

78-RZ-16

1. General plan designations and consistency are not indicated.

2. South of the site is a completed section of the Foxenwood Development, not the Foxenwood West Development (Section 1.1).

78-RZ-15

1. General plan designations and consistency are not indicated.

2. The project area designated in Figure 38 should not include the smaller parcels which it surrounds and are adjacent to Blosser Road.

DER CONTACT LOG

DATE 5/22/79

ORIGIN OF CONTACT

Phoned into DER ✓ DER Phoned Out _____

Personal Contact in Office _____ Other _____

Project Name "Arcadia 13"

DER Staff Member Marcos

Person Contacted Mrs. French (Arcadia)

Summary of Discussion extremely unhappy that the rate of growth & quality of development is an issue. She feels that only one project at a time should be considered. She feels that it is environmentally unsound to propose this type of development at such an exclusive rate.

DATE / /

ORIGIN OF CONTACT

Phoned into DER _____ DER Phoned Out _____

Personal Contact in Office _____ Other _____

Person Contacted _____

Summary of Discussion _____

DER 3/23/70

Comments on Draft 13 E1.
FROM AL McCURDY

PAGE & LINE, SECTION	COMMENTS
2, sec. 2.1	First sentence is gibberish
8 line 9	"slow attainment of the above projects" This is not clear, nor is the true meaning of the rest of the sentence apparent.
(39)	
8 line 13	3RD word PARTICULAR – should be PARTICULATES
8 line 24	AQAP is referenced, but it is <u>not</u> stated previously what the AQAP <u>is</u>
12 lines 20-21	"The land air hazard..." What is this all about?
19, 20 sec 3.11	Is Rifetti HS in a recognized (by the local School Board) condition of overcrowding? If so, <u>none</u> of these tracts can be approved until the B of S inplents SB20. If the school is <u>not</u> in a recognized condition of overcrowding, then the word "overcrowding" should not be used.
23 line 18	Federal ozone std. is 0.12 ppm, not 0.08 ppm.

COUNTY OF SANTA BARBARA
CALIFORNIA

Department of Transportation

COURT HOUSE, SANTA BARBARA, CALIFORNIA 93101
TELEPHONE (805) 966-1611

LELAND R. STEWARD
DIRECTOR OF TRANSPORTATION
ROAD COMMISSIONER

H. R. CALLAHAN
ASSISTANT DIRECTOR OF TRANSPORTATION
ASSISTANT ROAD COMMISSIONER

May 23, 1979

M E M O R A N D U M

TO: Mr. Albert F. Reynolds
Director of Environmental Resources

FROM: William G. Menchen
County Traffic Engineer

SUBJECT: Comments on 79-EIR-1, "Orcutt 13"

We have reviewed the draft document and offer the following comments:

1. The "Initial Study for 79-EIR-1" states that regional traffic impacts are significant. Yet, Table 1 in the draft EIR does not list traffic impacts, an apparent contradiction that needs to be clarified.

2. Many of the tables and charts used to report on traffic impacts in the "Initial Study" are confusing and not easily understood, notably appendix 4.2 table and map and other tables of similar design.

3. The mitigation measures on Page 17 of the draft EIR are not appropriate in this case. All of the measures listed are functions currently performed by County and regional agencies and are not the responsibility of the developers.

JOHN J. MADDOCK
MAINTENANCE ENGINEER

HAROLD L. PURDY
SENIOR DESIGN ENGINEER
(805) 966-1611

M. KEITH FRANKLIN
TRANSPORTATION PLANNING ENGINEER
(805) 966-1611

GORDON R. GIBBS
CONSTRUCTION ENGINEER
(805) 967-9315

4. On Page 13, Paragraph 3, the figure of 70 acres of pavement should be corrected to 40 acres.

5. In Table III for Tract 12,679, we disagree that the addition of traffic to Hartnell Road is a significant adverse impact. Hartnell Road is designated as a primary collector road on the County General Plan Circulation Element, not a residential street, and will be constructed on an alignment compatible with its eventual extension northerly to connect with California Boulevard.

6. The mitigation measures in Table 3 for Tentative Tract Map 12,679 which are indicated as being not significant do not have to be included here to comply with CEQUA. This comment applies to similar tables included elsewhere in the joint EIR. The listed measures are already controlled administratively.

7. In the traffic section for Tentative Tract Map 12,679, it should be noted that traffic signals are programmed for the intersection of Clark Avenue, Orcutt Road and State Highway 135, which will tend to mitigate the traffic impacts.

8. For Tentative Tract Map 12,590, land acquisition for the East-West Expressway is not an appropriate measure and should be deleted.

9. The preceding comment applies also to Tentative Tract Map 12,735.

10. For Tentative Tract Map 12,676, the traffic impact section should include the following:

    a) Tract 12,675 must be constructed first to insure secondary access.

    b) Additional traffic may be expected on Kenneth Avenue and Oak Knoll Road, as well as Harmony Lane. Oak Knoll Road traffic may be mitigated by the extension of Woodmere during construction of Tract 12,675 to provide another access to Bradley Road.

11. On Page 126, the access to the East-West Expressway listed as a mitigation measure may be inappropriate and should be removed.

12. For Tentative Tract Map 12,770, the addition of traffic to the Harp Road - Clark Avenue intersection should be listed as a significant adverse impact which could be mitigated by the development of a secondary access. This may require revision of the internal circulation system and lot layout.

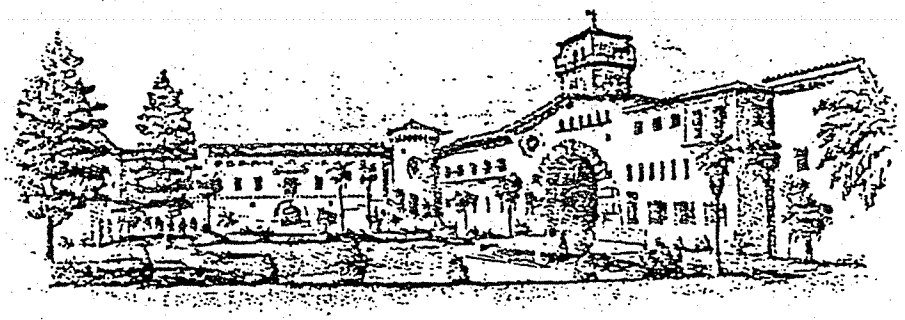
13. For Tentative Tract Map 12,675, see Comment No. 10(b). Also, the mitigation measure suggesting access to the East-West Expressway should be deleted.

WGM/bs

COUNTY OF SANTA BARBARA

ALBERT F. REYNOLDS
Director

105 E. Anapamu St.
Santa Barbara, Calif. 93101
Telephone 966-1611



DEPARTMENT OF ENVIRONMENTAL RESOURCES

Copy into Box of Old Hill + original file
T-9000.

MEMO TO: Alan Manee

FROM: Albert J. McCurdy
Environmental Specialist II

DATE: May 1, 1979

RE: 79-EIR-1, Orcutt 13

My comments on the air quality section.

Reference Section 2.2: pages 7 to 8: Section 3.2, pages 14, 15, etc. Comment: It does not appear that the draft AQAP dated February 26, 1979 was used in this report. Specifically on page 7 all the county has not been designated a non-attainment area for oxidant. See AQAP page II-15 which shows that the new federal standard for ozone of .12 ppm hourly average will be attained with the current levels of emission control in Santa Maria through 1995 (Item 5, page 23 needs to show the new standard). I.3

(4)

EIR reference page 8. Comment: The document shows carbon monoxide projections of 4.7 tons per day for all the proved and proposed projects in the Orcutt area. I agree that this is a statistically substantial amount, but I disagree that it is significant under the California Environmenal Quality Act because 1) the AQAP shows no projected CO violation for Santa Maria, and 2) it has not been demonstrated that the CO increase would expose sensitive receptors to substantial pollutant concentrations (these from the California Environmental Quality Act guidelines, Appendix G, Significant Effects) ≠ X.

Reference EIR page 8. Comment: The first paragraph last sentence does not seem to make sense; but it may have meaning in the EIR paragraph's context if the word "projects" is deleted and the word "standards" is substituted, and "these projects." is replaced by "oxidant projections".

Reference page 8, last sentence: "Cumulative residential development in 1983 will contribute 10% of the projected oxidant precursors, thereby yielding a maximum (hourly average) oxidant level of 0.10 ppm in the Santa Maria Valley." Comment: What is the basis for this statement? "Cumulative" may mean any or all pending Orcutt cases or all future residential development in the Santa Maria area given some unspecified projected growth rate. Anyway, this statement "0.10 ppm" is not backed up by the Initial Study (IS) dated April 16, 1979, which shows that 3,200 new dwelling units by 1983 will contribute a negligible 0.006 ppm maximum hourly average oxidant concentration (reference page 40). Was new air quality modeling done to arrive at this figure of 0.10?

The claim that 10% of oxidant precursors will be caused by cumulative Orcutt projects may be valid if the IS Table 1 (.61 NO_x and .35 RHC) is used with AQAP page II-14 Table II-10, RHC 3.86 automobile and NO_x 5.31 automobile, which show NO_x 11% and RHC 8.9%.

There are some other questions about these pages which depend on the answers to the above so I will hold the questions till later.

Reference page 14, Section 3.2 Regional Air Quality Mitigation. Comment: This section should include issues as Land Use Policies A through G and measure 21 of AQAP pages III-65 to and including III-68. These would tie in with the EIR section 4 Cost of Sprawl which seems to suffer from a lack of direct integration with the "impacts" and "mitigation" sections of the EIR as it stands. These draft AQAP sections are now in revision but may be available soon or for a final EIR.

Recommend that all EIR and initial study tables, charts, etc. should be referenced as to source. The AQAP should be added to the draft references section.

Ana

SANTA BARBARA COUNTY PARK DEPARTMENT

1105 Santa Barbara St. Santa Barbara, Ca. 93101 (805) 966-1611 Ext. 211

MICHAEL H. PAHOS
Director of Parks

May 16, 1979

TO: DER

FROM: Rod Barrette, Landscape Architect, Supervising

RE: 79-EIR-1

The proposed EIR does not address the issues of providing park and recreation services to the additional population generated by these subdivisions. T.T.M's 12157; 12674; and 12830 have neighborhood park sides identified on GP-20E.

(42)

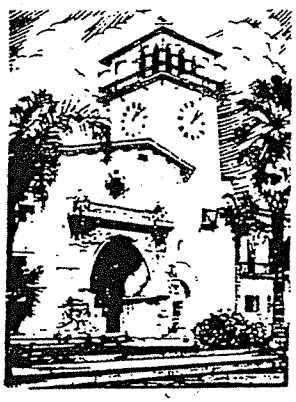
Sufficient lands (estimated at 35 to 45 acres) for a district park which would be environmentally suitable for intensive recreation use including lighting is required on the east side of Orcutt Road.

R-d Barrette

ROD BARRETTE
Landscape Architect, Supervising

RB:bp

cc: Earth Metrics Inc.
614 Santa Barbara St.
Santa Barbara, CA., 93109



COUNTY OF SANTA BARBARA
CALIFORNIA

DEPARTMENT OF PLANNING

ENGINEERING BUILDING
123 E. Anapamu St.
SANTA BARBARA
CALIFORNIA 93101
(805) 966-1611

BRITT A. JOHNSON
Planning Director

PAUL W. WACK
Assistant Planning Director

Frank Thompson
Housing Element Section
Comprehensive Planning

Mr. Alan Manee
Agency Project Manager
Department of Environmental Resources

May 24, 1979

Dear Mr. Manee,

The Draft Environmental Impact Report for the Orcutt 13 is inadequate and should not be certified as complete because it is practically devoid of meaningful information or discussion of the housing market. It is too narrowly concerned with the purely physical impacts and aspects of the proposed projects and entirely ignores the incident socio-economic impacts that will have or create other physical environmental impacts at remote locations.

43

Information sources are entirely nonexistent or outdated for the most important assumptions and basic questions of the report. For instance, no where is there any indication of the role of population growth, increased resident income, new economic growth, or future economic trends on the demand for the project, probable impacts of the project on the shape, amount, or extent of further increased growth, or the relative effective of the project on this dynamic system. While socio-economic effects are not the focus of environmental impact reports, per se, there are probable and predictable impacts that are measurable, and these economic impacts will have consequent physical environmental effects. No where in the report are these effects physical effects (more land used, increased water and sewage use, increased traffic, degraded air quality, lower-income housing for service workers, increased commercial demand, etc.) anywhere calculated or even estimated.

It is for these reasons among others that I find the Environmental Impact Report seriously inadequate and incapable of certification. My detailed comments follow. Please contact me if there is any assistance I may give.

Sincerely,

Frank Thompson

Comments
Orcutt "13" EIR
May 24, 1979
Frank Thompson
Page 1.

NAME
ADDRESS

NEXT DUES. 5/30

1. Page 3, Table 1

Unavoidable Impacts
1.5 Socioeconomic
Does not list the need for a mix of land uses and housing types, esoecially the need for housing accessible to low and moderate income Households.

Significant Adverse=
1.2 Land Use
concentrates and parks and open space to the exclusion of other recreational or common facilities, and does not discuss the need for housing, a mix of housing types, possible need for future road easements, access to open space parcels, and other mixes of land use.

2. Page 7

"Land Use"

. . . will remove a substantial amount of acreage without a forthcoming guarantee of dedicated recreational areas . . .

This statement is blind to the need for a mix of housing types BY TYPE AND COST not the proposed LAND USE will not just remove open space without providing for recreation, as important as the issue is. The real tradegy of the proposed projects is their homogeneity of housing types. Less than 7 percent of the population will be able to afford the homes produced, and then there will not be sufficient intra-area demand for the homes produced.

3. Page 7

"Socioeconomics"

This section does not touch on the subject of increased beed for low and moderate income persons housing accommodations caused by increased demand of the new residents of the projects. For every 5 upper moderate income HH, at least 1 Household in the service - store clerk construction, many packing, utility services etc. This is

Incentions — add to page 21 f.) production of housing for all economic segments of the populations

4. [illegible] Water Supply and Water Quality

... water demand ... is given to be 2.0 mgd out of the ... a stated annual withdrawal ... this could ... be considered significant ..

... existing well ... duration is not given ... to make findings ... existing well ...

5. [illegible] SEWAGE COLLECTION AND DISPOSAL

... projects, if approved, will demand a ... of the remaining sewage treatment capacity. ... is considered to be a significant adverse impact.

// FINDINGS //

... Mitigation of Impacts.

... USE PART OF L.U. AND SE IMPACTS

1. SHALL DEVELOP A GROWTH MANAGEMENT ...
2. AS PART OF G.M. PROGRAM, ... PRESERVATION OF OPEN SPACE ...
3. FEE IN ... INCREASE AS P-4 OR P-3 ...

→ ADE INCLUSIONARY, DISPERSION, ETC.

Look

clustered residential development

subsection

unit

[illegible] ... [illegible] ... [illegible] ...
... [illegible] ... [illegible] ... [illegible] ...
... [illegible] ... [illegible] ... [illegible] ...
... [

FROM THE DESK OF: WALNUT 2-2600

ROBERT C. RIEHLE, M.D., F.A.C.S., INC.
GENERAL SURGERY
MARIAN MEDICAL-DENTAL BLDG. 1430 E. MAIN SANTA MARIA, CA. 93454

4-13-79

Dept of Environmental Resources
Co of Santa Barbara Admin Bldg.
105 E Anapamu
Santa Barbara, Ca. 93101

Re: "Cont 13"

Please correct our mailing address from 930 Cottage to 1339 Main, Santa Maria regarding 10 acre facility in Lydon, Inc. et al, this property being S. of St. Yes H.S., W. of Cleveland, East of Hwy 101, and East of Bradley Rd.

Sincerely, Dr. C. Riehle

May 24, 1979

Mr. Alan Manee
Department of Environmental Resources
105 East Anapamu
Santa Barbara, California 93103

Dear Mr. Manee: ORCUTT AREA DEVELOPMENT

We are neighbors of Righetti High School, and are very apprehensive about the proposed developments in this area. As you requested at the hearing, here are thoughts in writing:

Financial impact... Will it be fair to present residents
School students.... Will it be better for the education of the students
Quality of life.... Will it make living here better for everyone

These are our specific concerns. We are not knowledgeable enough to question the impact on air and water quality. That is your field.

There is an area that presents a problem that we are very close to: PARKING AND LITTER..a problem that will be intensified with an influx of school age young people. The present student population (and their friends) create a severe parking problem, and traffic problem for about 2 to 3 blocks radiating out from school into the residential areas, even though (we were told) there is adequate school parking. This is now an open campus, and students use their cars parked off campus for a "Base", music broadcasting center, lunchroom, or hideaway. Fast food litter school papers, emptied ashtrays, broken bottles, and beer cans are in our streets and damaged plantings too much of the time.

It took about two months and many incredulous complaints before a fast food business truck whose customers lined up on our lawns was solicitously found another place to park and litter near school. At that time, Larry Lavagnino said he was working through County Counsel for zoning to solve some of these problems, so perhaps there is already something started on this.

The students also hang around the Oak Knolls Shopping Centers, and the fast food market down Foster Road (the rumor is that the previous owner was losing too much money to theft.) with lots of litter.

For the projects that are approved and are completed, I hope the ZONING will be very stringent, and enforced. I believe this will help with the quality of life of we residents, and concurrently, the education of the students.

Best Wishes

Enclosure

(Mrs. Gillette White)
4119 Woodland Street
Santa Maria, California
93454

Court Rules on Quality of Life

WASHINGTON (UPI) — The Supreme Court ruled today that localities may bar commuter parking on their streets, and impose other traffic restrictions to preserve the quality of life, without running afoul of the Constitution.

The justices handed down an unsigned opinion upholding an ordinance in the District of Columbia suburb of Arlington, Va., which forbids commuters from parking on certain streets while letting residents of the area park there free.

The opinion overruled the Virginia Supreme Court, which voted unanimously to overturn the Arlington statute.

The justices, who will hear arguments Wednesday in the closely watched Allan Bakke "reverse discrimination" case from California, also handed down a handful of orders today.

In one, they refused to let the Polish American Congress participate in oral arguments on the Bakke case.

In others, they:

—Agreed to decide whether Sen. John McClellan, D-Ark., is immune as a member of Congress from a damage suit by a couple whose personal papers were copied during his subcommittee's investigation of civil disorders in the 1960s.

—Agreed to rule whether an "integrated chicken producer" — a company involved in all phases of producing broilers for market — is a "farmer" and thus immune from antitrust law.

—Ordered a panel of federal judges to reconsider their rejection of a Massachusetts law which puts qualified veterans ahead of all others on the public employment roster.

Virginia's supreme court had held that a property owner has no special right to use public streets in front of his home, and that creating two classes of parkers violated the equal protection clause of the Constitution.

But the U.S. Supreme Court opinion said:

"To reduce air pollution and other environmental effects of automobile commuting, a community reasonably may restrict on-street parking available to commuters, thus encouraging reliance on car pools and mass transit.

The hijackers seized the aircraft on a flight from Karlovy Vary, the former Carlsbad, to Prague, police said. By the time Czechoslovak air controllers realized it was off course it already was in West German air space, Prague aviation sources said. The plane flew toward Munich then veered toward Frankfurt where it landed without permission.

In a radio contact with the Frankfurt tower the hijackers demanded the plane be refueled so it could fly on to Munich, where they wanted to surrender. But they were told this was impossible because of technical problems and they were persuaded to leave the plane in Frankfurt, Mueller said.

At Prague airport a Crisis Staff met and contacted Frankfurt airport authorities. The Czechoslovaks were expected to demand and receive permission for the plane and the remaining 24 persons aboard to return to Prague.

Hagamaker kept his ... Ann, 10, imprisoned ... four-foot closet in ... house while he slowly ... death. He buried her ... dilapidated shed at the house and the family several months later. Summer of 1975, sheriff's d...

The girl's death ... covered until last ... relative talked to authorities.

Hagamaker, 32, ... repairman, was arrested ... Decatur, Ala., and ... firstdegree murder.

The girl's household ... onment was so eff... Laramie County S... Flynn, that no one in ... area is known to have ... six months she lived ... parents.

While the Hagamak... Cheyenne, Tina's brot... and 6 — apparently ... life, said Laramie Co... Thomas J. Carroll.

But Tina "had no ... school. She had lived h... six months, but was ... anyone. She was kept ... closet," said Flynn.

"Near as we can ... reasonably good health ... was very small and ... it was surgically rem... said.

The charge against ... said he "continuously ... ly beat the vict... Hagamaker, over ... period of time and ... locked her in a closet. ... January 1975. ... find the juvenile ... tim, who thereafter ... complained of ... The differential ... victim under the ... four months, then ... body, burn it and ... remains."

SANTA MARIA TIMES
TUESDAY, OCTOBER 11, 1977

Swanson, Lt., Santa Barbara County Sheriffs Department, telephone communication (1978).

Steineger, Jack, Department of the Treasury, County of Santa Barbara, telephone communication (1978).

Toups Corporation, Draft Environmental Impact Report for East Orcutt Joint Projects (1978).

_____, Final Environmental Impact Report for East Orcutt Joint Projects (1978).

_____, Santa Maria Valley Water Resources Study, prepared for the City of Santa Maria (1976).

U.S. Environmental Protection Agency, AP-42; Compilation of Air Pollutant Emission Factors (1976).

_____, Mileage Requirements for New Light Duty Vehicles (1977).

_____, Mobile 1: Mobile Source Emissions Model.

_____, Mobile Source Emission Factors (Final Document) (1978).

U.S. Geological Survey, Evaluation of Groundwater Quality in the Santa Maria Valley, California, USGS Water Resources Investigations 76-128 (1977).

_____, "Geology and Groundwater Resources in the Santa Maria Valley Area, California", Werts, G.F., Jr., Water Supply Paper 1000 (1951).

Wells, Tony, Santa Maria Development Company, telephone communication (1978).

Westwater, Dr. David, Business Manager, Office of Superintendent of Schools, County of Santa Barbara, telephone communication (1978).

The project site for the proposed TTM 12,770 is not a typical grassy field in Orcutt. This valley with its trees and Orcutt Creek has only been developed with low density homes and farms. These homes have not significantly affected the wildlife which is abundant in the area. The proposed development would be a stepping stone to developing the entire valley and turning the Orcutt Creek into a concrete canal. No provision has been made in the draft EIR or the Santa Barbara County General Plan to leave part of this area undeveloped to support the wildlife that is being driven from the Orcutt area. No provision has been made in the EIR for setting aside park and recreation areas along the Orcutt Creek except in the development proposed by the San Clemente Group.

Most of the projects proposed in the "Orcutt 13" are located in grassy field areas that will not have too strong an impact on the environment except for air and water quality. We feel that the areas that cause the least impact to the environment should be developed first and that the best alternative for the TTM 12,770 project is the No Project Alterrative. A study could be done to determine a method of purchase by a public entity. The next best alternative is deferred development of at least the projects along Orcutt Creek. Many projects have been approved in the Orcutt area recently and time is needed to assess the future needs for housing. The vacancy rate has not been evaluated since 1975 and probably has changed. Finally we do not support the alternative of clustering because it does not mitigate the biology or traffic impacts, may not lessen the visual impact and only partially mitigates the hydrology and drainage impacts.

Sincerely,

Charles T. Burwell

Janet E. Burwell

Charles T. & Janet E. Burwell

James R. Lepore

Mary C Lepore

1240 Ken Ave. S.M.

Mary P. Flagg

Joyce Y. [illegible]

1260 Ken Ave S

Myrtle J. Dickson

1252 Ken

Tony Chmiel

John Chmiel

1306 Ken

Mr. & Mrs. Archie Pabitti

~~1550~~ 5156 Harp (owner)

Julie Myers

1264 Ken

Patricia C Myers

Richard H. Myers

5156 Harp Rd

Francis W Anderson

1236 KEW AVE

Joan M Anderson

1236 Ken Ave

Sister Ellen Mary, Principal

St. Louis de Montfort School

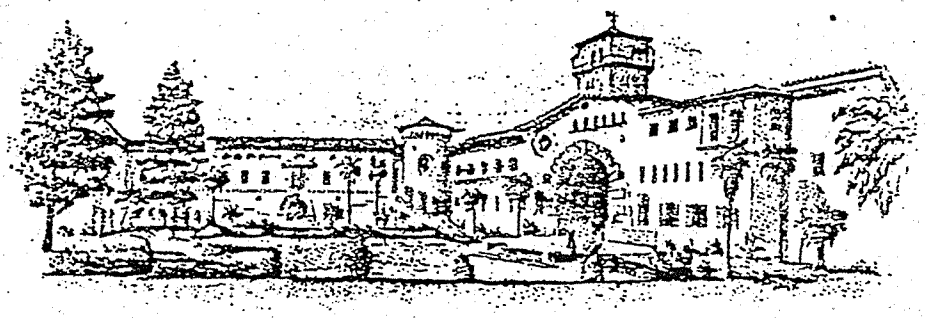
AL & Frezzy Cavalli

1267 Roxy Ave

COUNTY OF SANTA BARBARA

ALBERT F. REYNOLDS
Director

[illegible] Anapamu St.
Santa Barbara, Calif. 93101
Telephone 965-1511



DEPARTMENT OF ENVIRONMENTAL RESOURCES

MEMO TO: Alan Manee, Environmental Specialist II

FROM: Larry Jones, Environmental Specialist II

DATE: May 2, 1979

RE: Orcutt 13 Draft Environmental Impact Report

45

The regional analysis should include impacts on community service and capacities resulting from Santa Maria City annexation No. 68 has depicted an ESA-EIR-7866. That 700 acre project alone could add 2,500+ units to the existing areawide housing stock. Comments on specific Orcutt 13 impacts area include:

Housing

The EIR appendix pages 29 and 55 utilize 2.11% as a 1978 vacancy factor for the Santa Maria/Orcutt Planning Area. The document states that this projection was derived from the 1975 state special census. However, ESA utilizes the special census as a basis to make the following observations:

> "In the planning area, it is estimated that the vacancy rate has increased from 4% to 6% since 1975: A vacancy rate of 2% is an acceptable rate for owner occupied single family housing, and a 6% rate is appropriate for rental housing" (ESA-EIR page 29).

This data was derived from estimates of existing and approved residential units for the Santa Maria Planning Area through August 1978. The ESA report disclosed a rapid acceleration in City housing stock:

> "There has been a 12% increase in housing [City] stock since the 1975 special census total of 12,266 units,...page 26."

August 1978 housing stock calculated by ESA for the planning area was 22,427 years (Table 9, page 27) versus a Orcutt 13 1980 projection of 20,770. Discrepancies in these figures is alarming! ESA utilized actual building permit and approved unit counts while Earth Metrics projections are based on a 1978 Toups report. Orcutt 13 housing methodology appears questionable!

1250 Ken Ave.
Santa Maria, Ca.
93454

May 7, 1979

The Santa Barbara County
Planning Commission
Santa Barbara, Ca. 93101

Dear Commissioners and staff,

We the undersigned wish to offer our testimony on the proposed "Orcutt 13" and the completeness of the draft Environmental Impact Report 79-EIR-1. The major part of this testimony refers to the proposed residential development, TTM 12,770 which is bordered by Ken Ave. to the north, Harp Ave. to the west and the Orcutt Creek to the south. The draft EIR is incomplete in studying the following impacts for TTM 12,770; visual, traffic, hydrology and biology. These will be discussed in detail below.

44

VISUAL IMPACT (TTM 12,770 Section 3.1) No reference is made to houses on the south side of Ken Ave. in this section. All of these houses presently have an open view of both sides of the valley containing the Orcutt Creek plus the long range view of the Solomon Hills. The negative impact of this change in view for the Ken Ave. homes has not been discussed nor has information been given on the exact location, style or height limitation of the proposed homes. The same information is required for the clustered housing alternative to fully determine the visual impact. The mitigation measures of Section 4.6 do not address the visual impacts to the Ken Ave. homes.

TRAFFIC IMPACT (TTM 12,770 Section 2.1) This section does not mention the impacts to St. Louis De Montfort School. The school is on Harp Road and would be greatly affected by the additional traffic. The mitigation measure of section 4.1 that proposes continuing Michael Street by removing a house is poor at best.

DRAINAGE AND HYDROLOGY (TTM 12,770 Section 2.4 and 3.2) No discussion is included on whether the Orcutt Creek will be altered or what the size and location of the retention dam will be. Storm water runoff flows are already a problem in Orcutt Creek. More information is needed on the injection well mentioned in the mitigation section 4.4 such as how deep the well is and what the requirements for water quality are.

BIOLOGY IMPACT (TTM 12,770 Section 2.5) This project site contains much more than the common types of wildlife, grass, oak and eucalyptus trees. Dozens of varieties of wildflowers have been noted, over a dozen types of birds, and animals ranging from deer to bobcats have been observed in the area. A much more detailed study of the plants and animals is needed in order to assess the impact to the biology.

May 25, 1979

Mr. Albert F. Reynolds, Director
Department of Environmental Resources
105 East Anapamu Street
Santa Barbara, California 93101

46

Dear Mr. Reynolds:

Herewith is copy of my statement made at hearing held in Santa Maria on May 24, 1979, relative to abundance of water in the Santa Maria Valley and the fact that water levels here are now higher than they were 15 years ago.

Also included herewith is copy of my letter to Charles Lawrence relative to his position on whether or not the Valley is being subject to overdrafting.

Very truly yours,

LAKE MARIE WATER COMPANY, INC.

Jos. H. Gilliland
Chairman of the Board

JHG:jb

cc: Supervisor Harrell Fletcher
Charles Lawrence, Santa Barbara County Water Agency

Community Services

Orcutt 13 capacity projections for all community services are based on a 2.11% growth rate. Utilizing the ESA growth figures and building activity data for the planning area would substantially alter the capacity expectancy of the solid waste landfill, police and fire protection, wastewater treatment plant, schools, and park and recreation facilities. A number of these public services (i.e., parks, solid waste, e.g., etc.) are utilized on a regional basis by both City and County residents. Therefore, all developments within the planning area (annexation no. 68, etc.) should be included when making service level projections.

Regional Mitigation Measures

3.3 Water No. 9 A-D. These proposed mitigation measures are extremely costly and growth inducing on a countywide basis.

3.7 Traffic No. 16. Construction of the Miller's Street extension will provide access for landlocked agricultural/open space areas, most of which are zoned 10-AG. Therefore, an extension of Miller Street should be considered growth inducing.

3.9 Energy No. 24. References should be made to the proposed/adopted county solar ordinances.

LJ:jm

COPY

May 24, 1979

Substantiated copy of statements made to Department of Environmental Resources at morning meeting held in Santa Maria, May 24, 1979, Mr. Albert F. Reynolds, Director, presiding.

1. My name is Joseph H. Gilliland. I am Lake Marie Water Company Chairman of the Board and I am a partner in Gilliland Oil & Land Co. The water company is interested in Project "Orcutt 13" for reasons to be presented in a few moments. Gilliland Oil & Land Co. is interested for we own land contiguous to the proposed development. I wish to present some facts relative to the water supply.

2. Environmental and Water Resource Reconnaissance Study for Water Project Alternatives by Jones and Stock Associates states existing water overdraft is approximately 16,100 acre feet annually. The Stokes Report says the possible overdraft is 5,500 acre feet annually.

3. The Santa Maria Water Basin, which includes the Oak Knolls area, is large - 175 square miles - of which wells on only 21 sections or 12% of the total area have been used by the aforementioned companies. The basin may be loosely compared to a large tub from which water is withdrawn and added.

4. The EIR Report on page 23 under the heading of Water Supply and Usage says:

> "Will generate significant unavoidable cumulative impact on the adequacy of water supply."
>
> "Further increase in overdrafting must be offset by increased water recharge."

Referring to the Smith #12735 application, EIR states that "demand for water will add to the existing overdraft."

5. Fact is the overdraft reports previously mentioned did not take fully into account the water added by Twitchell Dam. Stokes's own report data, when properly applied, show that for the period used, instead of a possible overdraft of 5,500 a/f, that actually an addition of 6,500 a/f is indicated. See Joe Tucker report of 1/12/79.

6. Fact is using Santa Maria Valley Water Conservation Quarterly Reports on water levels, we find water levels at April 1, 1979, to be higher than they were 15 years ago.

7. Fact is Santa Maria City deep well water levels are higher than they were when the wells were completed.

8. Fact is Twitchell Dam has about 50,000 acre feet of water impounded to be released before next year's rain. This release will undoubtedly increase the water table to higher levels.

Under these circumstances, how can anyone conceivably say that our wells are currently going dry and that we are lowering water tables at the rate of 16,000 a/f yearly?

9. Fact is water bearing formations in a great portion of the Valley, including Oak Knolls area, exceed 1,000' in thickness.

10. Fact is the wells now supplying Oak Knolls are relatively shallow.

11. Fact is our Company from deep wells has an unused capacity of more than 7,000 g.p.m. of good water.

12. Fact is we have connections to the west side of Highway 101 approximately 5,000' from the Oak Knolls water distribution system and are able and willing to supply water to the subject area if it should be desired.

Again, how can anyone in light of the facts, contend that the Santa Maria area is being overdrafted and our wells going dry when actually we have an abundance of water apparently due from the present use of Twitchell Dam Reservoir?

cc: Supervisor Harrell Fletcher, County of Santa Barbara
Albert F. Reynolds, Director, Department of Environmental Resources
William Hartzell, California Cities Water Company
Mark Smith
Maurice Twitchell
Reese N. Riddiough, City of Santa Maria
Charles Lawrence, Santa Barbara County Water Agency

Dr. Harold H. Zwick
1372 E. Clark Ave.
P.O. Box 2356
Orcutt, CA 93454

1. Of all the places in the world that I have lived I have rarely seen a lovely place like Orcutt being destroyed by developers and greedy, selfish interest with such unchecked, unbridled abandon. It appears that all one has to do is submit a blue print and it is stamped approved after a token gesture of "study" by the controlling authorities.

2. There is no demonstrable need in this community for more housing in the Orcutt area. There is no industry or business being styried because of lack of housing in the Orcutt area. The Orcutt area is being raped to provide building sites to satisfy totally foreign needs—namely. . .

A. Profeteering developers

B. Speculators--Most of the houses or at least a significant number in several recent developments were never ever occupied by the original purchaser—they were completed and then resold while the speculator turned a nice profit. This profit was and is being derived from people who are selling out at huge gains in other areas and moving here becasue housing is cheaper—does this serve the needs of our local residents? Of course not, Santa Barbara to the south and San Luis to the north don't want saturation and have taken steps to control growth but Orcutt goes on being exploited and destroyed. The area is a natural for a future disaster. I fly, and time after time I am seeing smog building in the area and it is frightening. Traffic on Clark Avenue has become like a freeway with trucks and racing traffic moving by all night and day. For what? To satisfy what need? The community doesn't need more housing. It's the developers and selfish financial gainers that need Orcutt because no one else is such easy, prime picking.

47

If you don't think developers are claudescubly and methiodically planning the destruction of Orcutt then please explain to me why the applicant for development of 62 lots in 19.93 acres under the name of Harp has not come out requesting approval of the other 10 acres and 37 houses that he has planned for development across the road (Olive Hill Rd.). I'll tell you why—because I know that there are serious environmental and engineering problems with that property and they are planning to get their foot in the valley by developing the 19.93 acres and then that opens the door and there goes the last of the natural settings--a lovely traditional valley, buried in concrete—increased crimes, increased police protection expenses, fire protection, schools, and taxes all for no ones real need except the selfish and greedy.

With all of the horrible examples of community destruction in California, how can anyone just set back and watch the bulldozers come in and the money grappers go out and leave Orcutt a distant memory.

The quality of water and air are other issues that could be expanded on for howes. Is there no control—is there no hope for us who want to spend the rest of our lives in the naturalness of the deer, quail, squirrels, owls, and have our children enjoy the maiden flight of baby birds as we did 3 evenings ago. Please, don't be influenced by the indifferent--please come about our natural, lovable, Orcutt.

[illegible] WATER COMPANY, INCORPORATED

93454

May 25, 1979

Charles H. Lawrence, Engineer-Manager
Santa Barbara County Water Agency
County Administration Building
105 East Anapamu Street
Santa Barbara, California 93101

Dear Mr. Lawrence:

From static water level reports made quarterly by the Santa Maria Valley Water Conservation District, copies of which are provided to your office, you must be aware that water levels in the Santa Maria Valley Basin have been rising for more than a year, and that in addition, Twitchell Dam has approximately 50,000 acre feet yet to be released.

The DER had an open meeting here in Santa Maria on May 24, 1979, wherein report as prepared by the EIR made negative statements regarding zoning to permit certain residential developments designated "Orcutt 13", insofar as water supply is concerned, saying for example, "demand for water will add to the existing overdraft."

As is clearly shown by the above water level determinations, there is no "existing overdraft" and there has been no "existing overdraft" for more than a year. In fact, water levels in the Valley are higher than they were 15 years ago.

Herewith is copy of my statement to the DER made at May 24th meeting referred to above.

After its presentation, Mr. Albert F. Reynolds, who conducted the hearing, stated that they would have to consider the Valley as being currently overdrafted unless his office was advised by you to the contrary.

We would appreciate your responding to this letter advising whether or not you consider that there is now "an existing overdraft" and at the same time send a copy of your letter to Mr. Reynolds.

Very truly yours,

Jos. H. Gilliland
Chairman of the Board

JHG:jb

Attachment

cc: Supervisor Harrell Fletcher
Albert F. Reynolds
Maurice Twitchell
Mark Smith

DER RESPONSES

TO

COMMENTS

Be proud that you preserved something as priceless a a national Forest--be proud to come back in 10-20-20 years and say to yourself, friends, and family that you helped to preserve a place where the quality of life, was more important than the prime rate of money.

Thank you.

14. You've missed the point of the statement. Please re-read.

15. DER disagrees. This plan is valid and effective if followed. The alternative of just filling it in is unconscionable.

16. The future only promises more air traffic, not less. The events you speak to are simply fluctuations in an upward trend.

17. Error noted and correction made in final EIR.

18. That's your opinion and we appreciate your comments. DER simply disagrees.

19. The restrictions proposed in the protective zone make it unnecessary for purchase by the district. The uses of this private land are virtually unaffected.

20. Conflicts occur in mitigation measures; it is natural. The decision-makers will determine what they want.

21. The cost of maintenance and operation go on after the developer is gone. These costs and the costs of government make the "cost of sprawl" a reality.

22. The significance of the problem is not overstated. It is rather a statement of fact and professional evaluation which is to be considered along with mitigation measures and alternatives; however, many impacts ARE unavoidable if you want to develop several thousand units of residential development.

23. The beneficial impact paragraph is not required in CEQA. We have added some comments. Thank you.

24. The petroleum well issue has been noted and corrected. The traffic issues have been noted in the final EIR.

25. To your comments 59, we don't consider the controls proposed as government control over housing, but rather a method to always provide the correct amount of housing. Housing, especially sprawling housing, is a cost to all of us. The government's concern is for all citizens and their welfare, not just the privileged few. Please see the attached story from a recent newspaper on costs and government.

26. We have expanded our comments in the final EIR on traffic.

27. The airport protective zone problems are more of a regional issue and not so much a site-specific issue.

28. The issue is the loss of open space. You are proposing to replace open undeveloped ground with a residential subdivision.

29. To your comment page 173, DER feels that some other pattern is quite feasible and could have many more desirable effects.

DER RESPONSES TO

COMMENTS AND QUESTIONS

NOTE: Each numbered response here on these pages corresponds to the circled numbers on individual comments by the public.

1. DOT will determine the need for signals and where they are to go. It is no mystery. They base their decisions on sound principles of transportation engineering.

2. No, we can't continue expanding our residential development without producing serious overdraft.

3. I refer you to the technical appendix for additional information.

4. Potential problem noted and included in final EIR.

5. I refer you to Section 15082(c) of the California Administrative Code. This section of the law clearly states that it is the incremental effects of this project when viewed in connection with the effects of past, present and future projects that give one the correct "cumulative" perspective.

6. Granted, regional evaluation tends to mask individual qualities of certain projects; however, from the regional perspective you would understand that such an effect is expected and compensated for.

7. Individual projects are not lost in this approach. There is a complete list of project specific impacts. You've missed the point of this approach completely. A review of the state law would be helpful.

8. Error noted and changed in the final EIR.

9. Consideration was given to a portion of your comment and changes made.

10. We disagree; it is the current plan and we will continue to use it.

11. We disagree. The loss of open space is a regional impact and accurately stated as such.

12. This concept of "people" is preposterous when seen with the purpose and intent of CEQA. Physical impacts occur from "peoples" activities and that is what we are here for.

13. DER rejects that type of thinking. Please, see Section 15082(c) of the California Administrative Code.

Jarvis may get the credit if urban sprawl is halted

NEWS PRESS 6/6/79

By Jeanie Esajian

SACRAMENTO (AP) — If the urban sprawl that has plagued California's cities grinds to a halt in the next few years, it may be Howard Jarvis of Proposition 13 fame who gets the credit.

"Proposition 13 will prove to be the strongest growth management initiative ever enacted in California," said Bill Press, director of the state Office of Planning and Research.

"And I'm sure that's not what Jarvis intended. But when you look at what has happened on the land, that is the case."

What has happened is that Proposition 13 has slowed urban sprawl by making new developments less profitable for local government.

By cutting local property tax revenues an average of 57 percent, Proposition 13 left cities and counties with less money and resources and it has forced them to make tough planning decisions.

The effect is implementation of the state's Urban Strategy plan adopted last year, a plan Press says would have taken a decade to achieve without the tax initiative.

Fee increases enacted by local government, advocated by some as a means of recouping lost tax revenues, also have increased the cost of new suburban developments and made inner city development more attractive.

To help out, the governor's budget will contain $100 million for new, affordable housing within existing cities and suburbs to keep costs down, Press said.

"Presumably there will be more high-rise structures, more dense development to help downtowns that have suffered in many cities," said Russell S. Selix Jr. of the League of California Cities.

Development in outlying areas used to attractive because the land was cheaper and government agencies subsidized sprawl by not accounting for the total cost of construction of sewers, gutters, lighting, schools, police and fire protection, Press says.

30. Thank you for your view.

31. Please see Mr. La Freniere's letter to me on the Tucker Report (it is included after DER's responses to comments).

32. Mr. Frank's report was rejected as invalid quite some time ago. Please see comments and responses to the "Orcutt 4" report.

33. Thank you for your comments; however, your approach to understanding development potential is like Russian roulette. You may be right often, but where you're wrong you're dead wrong. DER considers all proposed development knowing full well that it may not all be built. We don't give odds.

34. Thank you for your opinion.

35. This was not the point of our statement. Please re-read.

36. All of the "Orcutt 13" are within the Sphere of Influence.

37. Please refer to the technical appendix which accompanies the draft EIR. Also, thank you for your opinions.

38. The errors have been noted and included in the final EIR.

39. All comments have been noted and included in the final EIR.

40. Most comments have been noted and included in the final EIR.

41. All comments have been noted and included in the final EIR.

42. Your comment has been noted and included in the final EIR.

43. Thank you for your opinions. Some of your comments have been noted in the final EIR. Particular attention has been given to the need for housing which low and moderate income families can afford. I think you should become familar with the technical appendix to the "Orcutt 13". Your statements sound as if you haven't read this document. Further, I suggest that you become familiar with CEQA.

44. Errors noted and included in final EIR.

45. Error noted and included in final EIR.

46. Please see Mr. La Freniere's comments to me.

47. Most of your comments have been noted and some included in the final EIR. Also, thank you for your opinions.

annual fluctuations are dampened and the trend of long-term declines due to overdraft is not changed.

Point 7 cannot be answered because it provides no reference data. Short-term water-level rises are commonly superimposed upon long-term downward trends, as U.S. Geological Survey hydrographs for the Santa Maria ground-water basin demonstrate. Localized riparian conditions, changes in pumpage, and short periods of record can all be used to demonstrate rising water levels in any ground-water basin.

Point 8. The observation should be placed in proper context. The amount of water in storage in Twitchell Reservoir at any one time does not increase the average long-term yield of the project. Furthermore, no one has stated that wells are "going dry" but the overdraft is well documented on the basis of long-term water level declines in U.S. Geological Survey and SBCWA reports.

Point 9 is irrelevant to the questions of overdraft and safe yield.

Point 10. As above.

Point 11. As above.

COUNTY OF SANTA BARBARA

ALBERT F. REYNOLDS
Director

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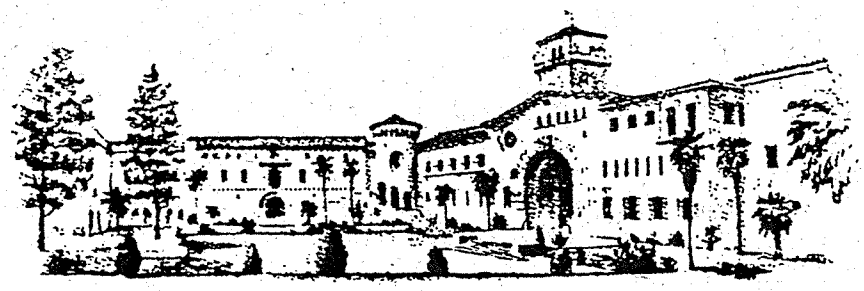


DEPARTMENT OF ENVIRONMENTAL RESOURCES

June 7, 1979

MEMO TO: Alan Manee

FROM: Gil La Freniere

RE: New "report" on Santa Maria Ground-Water Basin

The Joe Tucker "report" is not an unbiased organized, rational attempt to evaluate the water resources of the Santa Maria ground-water basin in regard to safe yield and overdraft. It is a rambling collection of out of context data, of misconceptions of basic principles of geology and hydrology, of reiterations of the outdated 1976 Toups Water Resources of Santa Maria Valley Study (since disregarded by the Toups Corporation itself in its Final Orcutt 4 EIR of May, 1978) and of questionable ideas advanced by Mr. Joseph Gilliland for many years. I would concur with Santa Barbara County Water Agency staff judgment that, at best, the Tucker "report" is not to be taken seriously. If there is an interest on the part of a County discretionary body to develop a professional review of the Tucker "report", this function should be undertaken by the County Water Agency staff. Copies of the Tucker "report" might also be sent to the U.S. Geological Survey (forwarded to Jerry Hughes and Glenn Miller, authors of two U.S.G.S. reports dealing with the Santa Maria ground-water basin for comment). An objective consultant, such as Geotechnical Consultants of Ventura, might also be paid for a licensed review. This last described procedure would be the best approach.

Responses to comments of Joseph Gilliland made at May 24, 1979 DER hearing and substantiated in the May 24, 1979 letter under cover of the May 25, 1979 letter:

Points 1-4 either require no response or are unintelligible as questions.

Point 5, regarding Twitchell Dam, provides an unfounded and thoroughly questionable notion of the role of Twitchell Dam in recharging the Santa Maria basin, and bases its interpretation on the authority of the unprofessional "Joe Tucker report" of January 12, 1979. DER concurs with the SBCWA that, at best, the "Tucker report" is not to be taken seriously.

Point 6 refers to certain water levels in Santa Maria basin as being higher now than fifteen years ago. Even the hydrographs in the "Tucker report" do not substantiate such a claim as a general trend. Certain wells along the Santa Maria River could be higher than fifteen years ago, because riparian ground-water levels directly reflect localized stream sepage during years of heavy rainfall. Further away from the river,

POPULATION

SETTING

The State Department of Finance estimates that the City's population was 35,539 on January 1, 1978, a 2.2 percent increase since the previous January. The population of the City of Santa Maria was 33,875 in 1975, and planning area (Santa Maria and Orcutt) population was 54,210.

Average City household size was 2.83 in 1975 according to the Special Census. The City of Santa Maria Community Development Department adjusted this figure, to 2.95 persons in 1975, but the number of persons per household has declined to 2.6 or less since then./1/

IMPACT

Annexation would potentially increase existing City population by 7,200 residents, or 20 percent. Table 7 shows the additional population that could be anticipated from each of the three specific residential projects and from potential development at full buildout of the annexation area. Over 2,600 people would live in the three proposed projects, and a potential of over 4,500 additional residents would also live in the annexation area. Of the total potential, 70 percent would live in single-family houses, and 30 percent in condominiums, townhouses, zero lot line homes, and possibly, apartments.

Precise population projections for the annexation area in the context of the regional planning area (Sphere of Influence) are difficult to estimate because:

- Future household sizes must be assumed for each type of dwelling unit;
- Projects in the annexation area, within City limits, and in Orcutt may not in fact build out at the proposed or maximum densities; and
- The rate of buildout (hence, population growth) will be highly influenced by employment trends in both the national and regional economy.

Because of these uncertainties, this report does not assess the relationship of annexation population to projected growth of City or regional population or to maximum potential population (assuming full buildout at current zoning). See the Housing section which discusses the question of cumulative regional effects of potential residential construction.

The Community Development Department projection (as of April, 1978) is a City population of 38,850 in 1985, exclusive of annexation. (This projection is based on an annual population growth rate of 1.2 percent, the historic growth rate since World War II). The annexation area population (7200) plus this projected 1985 population would total 46,050. This may be compared to a recent 1985 projection of 64,600 population in the Santa Maria-Orcutt planning area (Toups, 1978). If annexation and full buildout occur, the area would contain about 16 percent of Santa Maria's population in 1985, and about 11 percent of the Santa Maria-Orcutt area population.

PAGES 23 TO 34

WITH FIGURE 15

FROM

CITY OF SANTA MARIA

FINAL EIR

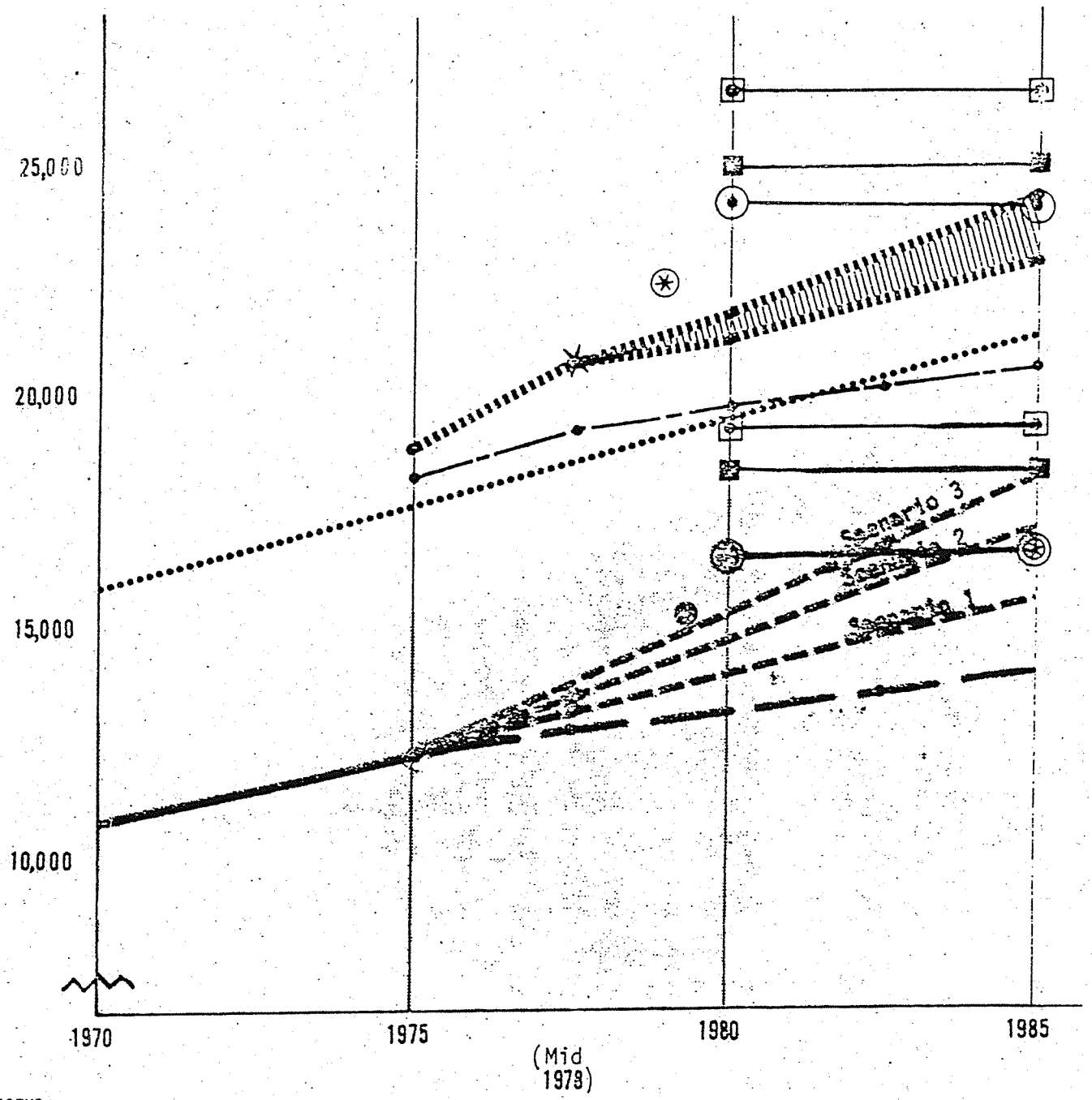
ANNEXATION 68

ESA-EIR-7865

NOVEMBER 1978

PREPARED BY

ENVIRONMENTAL SCIENCE ASSOCIATES, INC.



LEGEND

City of Santa Maria Housing Units

- Census (Historical)
- Land Use Element (1978)
- Housing Element (1977)

Planning Area Housing Units

- Gruen Gruen + (1972)
- Housing Element (1977)
- County Planning Department (1978, unofficial)

- Estimate, Mid-1978
- Current Plus Approved (If Built in 1979)

- Potential in Existing City Limits (If Built by 1980 or 1985)
- Potential With Proposed projects Exclusive of Annexation
- Potential with Crowe, Libeu, and Adam Projects
- Potential with Total Annexation

Note: Horizontal Lines Indicate Buildout Between 1980 and 1985

Note: Shaded Area Shows Projections for City Growth in Housing Stock. Unshaded Area Shows Projections for Planning Area Growth in Housing Stock.

FIGURE 15
HOUSING UNITS: DEMAND PROJECTIONS, CURRENT SUPPLY, AND POTENTIAL SUPPLY

Source: Santa Maria Community Development Department, Santa Barbara County Planning Department, Gruen Gruen + Associates

FOOTNOTES - Population

/1/ 36,539 population divided by 15,260 dwelling units from Table 7 less 458 units assumed not occupied (3 percent vacancy rate) gives 2.4 persons per household.

HOUSING

SETTING

This section gives background information on 1) the existing housing supply; 2) approved and proposed additions to the supply, exclusive of annexation; 3) existing vacancy rates and housing costs; 4) projections of housing needs to 1985 made by the City, County, and private consultants; and 5) apparent current trends in demand.

Projections of housing need are based not only on projections of household size and population growth, but also on projections of employment growth, discussed in Economics section of this report.

Existing Housing Supply

The City of Santa Maria contained approximately 13,700 dwelling units as of August, 1978. There has been a 12 percent increase in housing stock since the 1975 Special Census total of 12,266 units, at an average annual rate of about 570 new units (issued building permits) per year since 1975. An additional 1,566 units have been approved, as of May 6, 1978. If all approved units are constructed, there will be a total of 15,260 units within the City in the near future. Table 8 outlines the housing stock by type as enumerated in the Special Census, and the units built or approved through May 6, 1978, together with percent of total stock by type. (The totals differ slightly from those given above because of the discrepancy between building permits issued and tracts approved.)

In 1975, the housing stock was slightly over two-thirds detached single-family but the proportion of single-family homes is slowly decreasing as condominiums and apartments are increasingly proposed and approved. Single-family units approved since 1975 increased 18 percent, while other housing types increased by 38 percent.

In 1975, 7.74 percent of the housing stock was substandard (City of Santa Maria, 1978). This proportion has probably decreased due to the recent new construction.

Santa Maria Planning Area

In the Santa Maria-Orcutt Planning Area outside existing City limits, there were 6,281 housing units in 1975. As of January 1, 1978, building permits for an additional 596 units have been issued, and 127 units have been approved for development by the Board of Supervisors. Thus, existing plus approved development in the unincorporated area totals 7,004 units.

The existing housing stock in the City and the Orcutt area totals about 20,500 units. If full buildout of the approved units should occur within the next year and a half, the stock will total about 22,400 units by 1980 (see Table 9).

TABLE 7: PROJECTED POPULATION IMPACT OF PROPOSED ANNEXATION

Project or Area	Dwelling Units: Single Family Detached	Dwelling Units: Condo, Townhouse and Zero Lot line	Dwelling Units: Total	Population: S.F. Detached Population/1/	Population: Other Population/2/	Population: Total
Crowe	112	308	420	337	748	1,085
Libeu		113	113		274	274
Adam	423		423	1,273		1,273
Subtotal	535	421	956	1,610	1,022	2,632
R-1-10,000	852		852	2,565		2,565
R-1/6,000-8,000	275		275	828		828
R-2		480	480		1,166	1,166
Subtotal	1,127	480	1,607	3,393	1,166	4,559
TOTAL	1,662	901	2,563	5,003	2,188	7,191

/1/ Assumes 3.1 persons per dwelling unit and 3 percent vacancy, for net unit impact of 3.01.
/2/ Assumes 2.5 persons per dwelling unit and 3 percent vacancy, for net unit impact of 2.43.

Current Housing Activity in the Planning Area

In addition to the housing now under construction or approved, applications have been submitted for 918 units within City limits (primarily single-family) and 232 units of multiple-family housing are expected to be applied for. If all these proposed residential developments occur, virtually all available vacant residential land within City limits will be developed./3/

In the unincorporated portion of the planning area, applications for 448 new units are currently under County staff or Planning Commission review. Thus, excluding the projects proposed in the annexation area, a total of 1,598 new units could be added to the area housing stock (see Appendix A)

Not all of the approved and applied-for units may in fact be built, at least in the near term, due to regulatory constraints or financing conditions. However, for purposes of this report, it is assumed that all approved and applied for units will be constructed./4/

Existing Housing Cost/5/

In 1975, the median selling price of a single family home in the City was $27,551. This would require a monthly payment of $275 per month (1975 dollars), $50 more than the median household income could then afford (City of Santa Maria, 1977).

In mid-summer, 1978, a typical single-family house (sold through multiple listing), sold for $52,000 to $55,000, down slightly from spring, 1978 prices. This price requires a monthly payment of $520-550, which is approximately $192 more than what the median 1978 household can afford.

New single-family housing (3 to 4 bedrooms, around 1500 square feet) ranges in price from $50,000 to $75,000. The most expensive housing in Santa Maria is currently in the $100,000 range. New housing in the unincorporated area is expected to sell for $70,000 to $95,000.

Two- and three-bedroom condominiums and townhouses in the City are currently listed at prices ranging from $44,000 to $60,000, depending on size, location, and age. (Final selling prices may be lower.) Units in Town Homes East, a condominium development, increased in price from $50,000 to $60,000 in the past year. In the unincorporated area, newer condominiums are re-selling for $78,000 but are rarely listed.

Thus, the rapid appreciation of housing values identified in the 1977 Housing Element has continued and accelerated. First-time medium income home buyers are effectively precluded from the housing market./7/

TABLE 8: EXISTING AND APPROVED CITY HOUSING STOCK (As of May, 1978)

	1975 Census	%	Under Construction or Built	Total/1/	%	Approved	Total/1/	%
Single-family	8,291	67.6	557	8,848	65.3	910	9,758	63.9
2-4 Unit	1,170	9.5	233	1,403	10.4	21	1,424	9.3
5+ Unit Structure	1,900	15.5	475	2,375	17.6	306	2,681	17.6
Trailers	765	6.2	-	765	5.7	492	1,257	8.2
Misc.	140	1.1	-	140	1.0	-	140	0.9
	12,266	99.9	1,265/2/	13,531	100.0	1,729	15,260	99.9

/1/ Totals are cumulative.
/2/ The number of units for which building permits were issued totalled 1,428 from January 1, 1976 to May, 1978.

SOURCE: City of Santa Maria, Community Development Department.

TABLE 9: ESTIMATED EXISTING AND APPROVED HOUSING STOCK - SANTA MARIA PLANNING AREA (August 1978)

	1975	Building Permits 1976-1978	Estimated Stock mid-1978	Approved	Total
City/1/	12,266	1,428	13,694	1,729	15,423
Unincorporated/2/	6,281	596	6,877	127	7,004
TOTAL	17,801	2,024	20,571	1,856	22,427

/1/ Community Development Department, City of Santa Maria.
/2/ Planning Department, Santa Barbara County.

Recent Trends in Demand

The housing demand projections which are shown in Figure 15 were based on projections of either long-term trends in the regional economy or of short-term recent trends in housing construction and application activity. No data have been compiled on the buyers of single-family homes, townhouses, and condominiums, and no sample surveys have been taken to determine recent sales experience of new subdivisions. Therefore, a definitive housing market analysis cannot be made at this time and included in this report. However, informal surveys indicate a number of factors influencing the Santa Maria housing market./10/

Current pressure on the housing market is influenced by demand from outside north Santa Barbara County./11/ Retirees and job-seekers from the South County and the Los Angeles/Orange County/Riverside areas seeking lower-cost housing are attracted to an area they perceive as "small town", smog-free, and without traffic congestion. Demand is also experienced from Vandenberg Air Force Base personnel, many of whom plan to sell or lease when they are transferred. Some of this demand is speculative. As employment opportunities have expanded, young adults tend to stay in the Santa Maria area rather than move to the metropolitan areas, and land availability, low land prices, and the growth-accommodating policies of the City (compared to other urbanized areas in California) are attractive to investor/developers.

The regional income potential of the Space Shuttle program and related missile and communication systems development, Liquified Natural Gas (LNG) development at Point Conception, and potential County seat development is added inducement for developers to risk investing in the relatively low "front-end" development costs in the Santa Maria area. Demand is still currently strong for medium-priced homes ($50,000 - $70,000) although the supply of custom-built expensive housing seems adequate for current demand.

In contrast to these factors, which account for a strong current demand, there are also indications that the pressure on the market is easing and may ease further in the near future. First, on the resale market, while listings and sales continue briskly, prices have stabilized or even dropped in recent weeks./12/ Units in recently-completed subdivisions are available for lease, probably at rents less than the carrying cost. This is an indication of investment speculation, inflating home values in anticipation of continued real estate appreciation (as noted above, the vacancy rate is about six percent).

Second, one effect of Proposition 13 is to encourage owners of older homes not to sell, since newly-purchased homes are assessed at 25 percent of full market value, while homes not resold since 1975 are assessed at 25 percent of 1975 value, appreciated two percent per year since.

Third, pressure on the housing market, not just in Santa Maria, is expected to ease as the trend toward declining household size stabilizes. That is, household size is expected to continue to decline, but not as rapidly as it has in recent years. Also, the high rate of household formation of post-World War II will not continue. Although there may be still strong short-term pressure on the single-family detached housing submarket, demographic and economic trends point toward future demand for condominium-townhouse apartment styles of housing.

Vacancy Rates

The current vacancy rates in the City of Santa Maria are not known./8/ In the planning area, it is estimated that the vacancy rate has increased from four percent to six percent since 1975: a vacancy rate of 2 percent is an acceptable rate for owner-occupied single-family housing, and a 6 percent rate is appropriate for rental housing./9/ The City of Santa Maria has apparently adopted a 4.55 percent overall vacancy rate as a desirable goal, the rate used for projecting housing need in the Land Use Element of the General Plan; this standard may be somewhat high in view of the preponderance of owner-occupied housing in Santa Maria.

Housing Demand Projections Compared With Housing Supply Potential

Figure 15 summarizes the various projections of housing need that have been made for the City of Santa Maria and for the planning area. It also shows the number of potential housing units in both the City and planning area if all the housing which has been approved, applied for, and expected to be applied for (exclusive of the annexation area) were to be built before 1985. The graph shows that within both the City and the planning area the total supply of units already proposed is higher than any of the projections of near term demand:

- The existing City stock (as of mid-1978) shows residential development to have occurred at the Land Use Element's Scenario 2 growth rate (which was projected at an average annual 2.2 percent rate of growth in housing units from 1975 to 1985).

- Full buildout of all approved units within existing City limits would exceed even the highest growth scenario of the City's General Plan until early 1981. Under Scenario 2 (which is the apparent current average growth rate), the units would not be absorbed (allowing for a 4.55 percent vacancy rate) until 1982. Under Scenario 3, demand would not catch up with supply until around 1995.

- Full buildout of approved plus proposed units within existing City limits would not be absorbed until 1983 (under Scenario 3) to 1984 (Scenario 2) or later (Scenario 1).

- Together with the units proposed in Orcutt, the total units already proposed and under review (24,025) exceeds the maximum projection of need made for the planning area as a whole until 1982. This projection is based on an outside limit of 625 units per year, which would be required only if major new space shuttle, Milestone Missile, and LNG development occurred. This is an unofficial estimate from the County Planning Department. The low estimate of projected planning area need is 312 units per year. The approved plus proposed units would not be absorbed until 1985 at this rate of buildout.

ADAM PROJECT

Impact

The 423-lot subdivision would constitute a sizable one-time incremental addition to potential housing stock. Lots might be attractive to builders of speculative houses. However, the rate of buildout and occupancy would be highly dependent upon the rate of buildout of other single-family custom house housing in the Santa Maria/Orcutt area, cost of site development, and general growth in the regional economy. The project does not appear to meet a housing need identified in the City's Land Use Element or the proposed Housing Element.

Mitigation

See Mitigation of Cumulative Impacts

CUMULATIVE DEVELOPMENT

Impact of Annexation Area on City Housing Need

The 1,607 potential additional units in the annexation area plus the 956 units in the three specific projects would constitute a very large one-time increase in potential housing stock. There is no evidence that the residential portion of the proposed annexation would be needed until well after 1985. Even the three proposed projects would not be absorbed before 1985 if all other development approved and proposed within existing City limits occurs. Under the Scenario 2 projection of need, the entire annexation area would not be absorbed until well into the 1990's (see Figure 15).

Should annexation occur, one effect would be to add to the City's stock of higher-priced housing. If occupied, this would increase the median and average income levels within the City limits.

On the other hand, the area zoned R-2, if developed, would potentially meet both the existing needs of Santa Maria residents able to afford and desirous of new housing and the potential needs of immigrants more than the areas zoned R-1.

To the extent that existing Santa Maria residents sell their old homes and move into new housing, a "trickledown" or filter effect would occur. That is, older home values may not appreciate as much as they would otherwise, or they may stabilize, or even decrease in value. These resale homes would then be more affordable to existing residents. (However, the lower home prices in Santa Maria would continue to attract immigrants who would compete for these homes.)

Fourth, as housing costs rise in Santa Maria (whether due to general inflation construction cost, appreciation due to speculation, higher interest rates, or developer contributions to offsite capital improvements) the differential between housing costs and amenities between Santa Maria and other California cities may diminish. This would reduce some of the immigration incentive presently exerting demand on the market.

IMPACT AND MITIGATION

CROWE PROJECT

Impact

Unless phased, the 122 single-family and the 308 town homes would contribute a sizable one-time addition to the existing housing stock in Santa Maria. The less expensive townhouse homes would probably be absorbed more readily than the other homes.

Mitigation

See Mitigation of Cumulative Impact.

LIBEU PROJECT

Impact

According to the project sponsors, based on general knowledge of the Santa Maria market, the 113-unit planned development condominium project would meet a specific submarket demand for high quality condominiums which would price at $150,000 in larger metropolitan areas. They believe the project would also attract people associated with VAFB (Vandenberg Air Force Base) who would otherwise commute longer distances. Since high quality new condominiums appear to be in short supply and high demand in the area, and since the project is moderately-sized, it is probable that the project would be absorbed within a relatively short time.

Mitigation

See Mitigation of Cumulative Impact

1978. The total (13,694) was rounded upward to account for construction which may have occurred in mid-1975 not included in the 1975 census.

/3/ Jim Stern, Community Development Department, City of Santa Maria, telephone communication, July 21, 1978.

/4/ The East Orcutt Joint Projects Draft Environmental Impact Report, (Toups Corporation March, 1978) in assessing the population impact of cumulative housing construction in the planning area includes certain assumptions about non-completion of proposed housing. However, the assumptions were made for purposes predicting population growth and were not based on experimental data. See pages III. 10, 11, of the Toups EIR.

/5/ Information on housing prices in the following paragraphs is based upon several telephone communications: Doris Davenport, Executive Director, Santa Maria Board of Realtors, July 30 and August 1, 1978; Kit Fauvier, Planner, Santa Barbara County Planning Department (Santa Maria office), August 3, 1978; and Keith Mitchell, Controller, Tandam Associates, July 27, 1978.

/6/ The estimate on 1978 medium household income ($15,750) was derived by inflating by 10 percent the 1976 estimate of $14,318, given in the Santa Maria Chamber of Commerce, "Economic Statistics" ($15,750 12 = $1313 per month income x .25 = $328 affordable for taxes, mortgage and insurance.)

/7/ East Orcutt Joint Projects Draft Environmental Impact Report, Toups, 1978, page III-10.

/8/ In 1976 and in 1977 (year end) the City estimates for vacancy rates were 2.74% in renter-occupied housing (43% of total housing) and 1.64% in owner-occupied housing (57% of housing).

/9/ State of California, Office of Planning and Research, January, 1978, Economic Practices Manual, page 67.

/10/ Persons listed in footnote 5; William Healey, co-sponsor of Libeu project, 1978; and Jim Stern, Community Development Department, 1978.

/11/ The Housing Element states: "The Santa Maria Geographic Housing Market can be defined as being identical to the adopted planning area." (p.8). This narrow definition of the market accounts for the projection of demand lower than actual experience from 1975 to mid 1978. (See Figure 15 to compare mid-1978 estimate with Housing Element projection for mid 1978.)

/12/ In August, 1978, for example, listings were nearly double sales, an unusual occurrence. However, data would need to be compiled for a period of time to substantiate evidence of a softening market. Doris Davenport, Executive Director, Santa Maria Board of Realtors, August, 1978.

/13/ William Healy, Raymond, Bird and Associates, telephone communication, July 25, 1978.

/14/ Cliff Pauley, Planning Department, Santa Barbara County, telephone communication, August 21, 1978.

Impact in Planning Area

Annexation plus all other proposed development in the planning area considerally exceeds even the most recent and highest demand projection made by the County, which takes into account potential economic activity at VAFB and Point Conception./14/

If annexation takes place, and if the City and County approve all other proposed residential development, there could be severe competition in the area housing market. While competition can benefit the home buyer, if too severe it can lead to cost-cutting building practices, bankruptcies and foreclosure, and half-completed projects. Should this happen, there could be dampening effects on the general commercial and industrial climate in Santa Maria, and on municipal financial planning.

Mitigation

Suggested by this Report:

- Representatives of the building industry, City of Santa Maria and the County of Santa Barbara should meet to outline, develop and coordinate an updated economic base study similar to the one prepared by economic consultants in 1972 and a housing market needs analysis. (This mitigation incorporates by reference the "Mitigation Measures of Socioeconomic Impacts in the Santa Maria-Orcutt Area", Environmental Impact Report for East Orcutt Joint Projects, March, 1978.)

- See Fiscal Aspects section for related recommendation for long-term fiscal planning, to include consideration of developer contributions to capital costs.

- To meet needs of low- and moderate-income residents, a plan should be developed whereby density or other bonuses are given for inclusion of moderate-income units in projects.

- The City should consider adopting a growth management program. The adopted Land Use Element states:

  > "If, by the middle of the planning period the City's growth appears to be approaching levels which cannot be supported, the City may find it necessary to adopt a growth management program."

The nine items specified for possible inclusion in a growth management program (pages 9 and 10) are hereby incorporated by reference.

FOOTNOTES - Housing

/1/ Incorporated by reference are the following: Housing Element, p. 9; Land Use Element, p. 3; East-Orcutt Joint Projects EIR, p. III-8.

/2/ The estimate is based on 12,266, enumerated in Special Census and 1,428 units for which building permits were issued from January 1, 1976 to May 6,

INITIAL STUDY

INITIAL STUDY
FOR 79-EIR-1
DISCUSSION OF REGIONAL SETTING AND IMPACTS
(EXTRACTED, IN PART, FROM 77-EIR-11/"ORCUTT 4")

PREPARED FOR:
DEPARTMENT OF ENVIRONMENTAL RESOURCES
COUNTY OF SANTA BARBARA

JULY 16, 1979

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1. INITIAL STUDY INTRODUCTION

This Initial Study was prepared to fulfill environmental review requirements for the specified projects in Orcutt pursuant to the California Environmental Quality Act (CEQA). The Initial Study addresses the existing setting and circumstances under which sites would be developed if the proposed projects are implemented. This document addresses regional and site specific differences between the circumstances of the earlier projects in the Orcutt area and specified later projects.

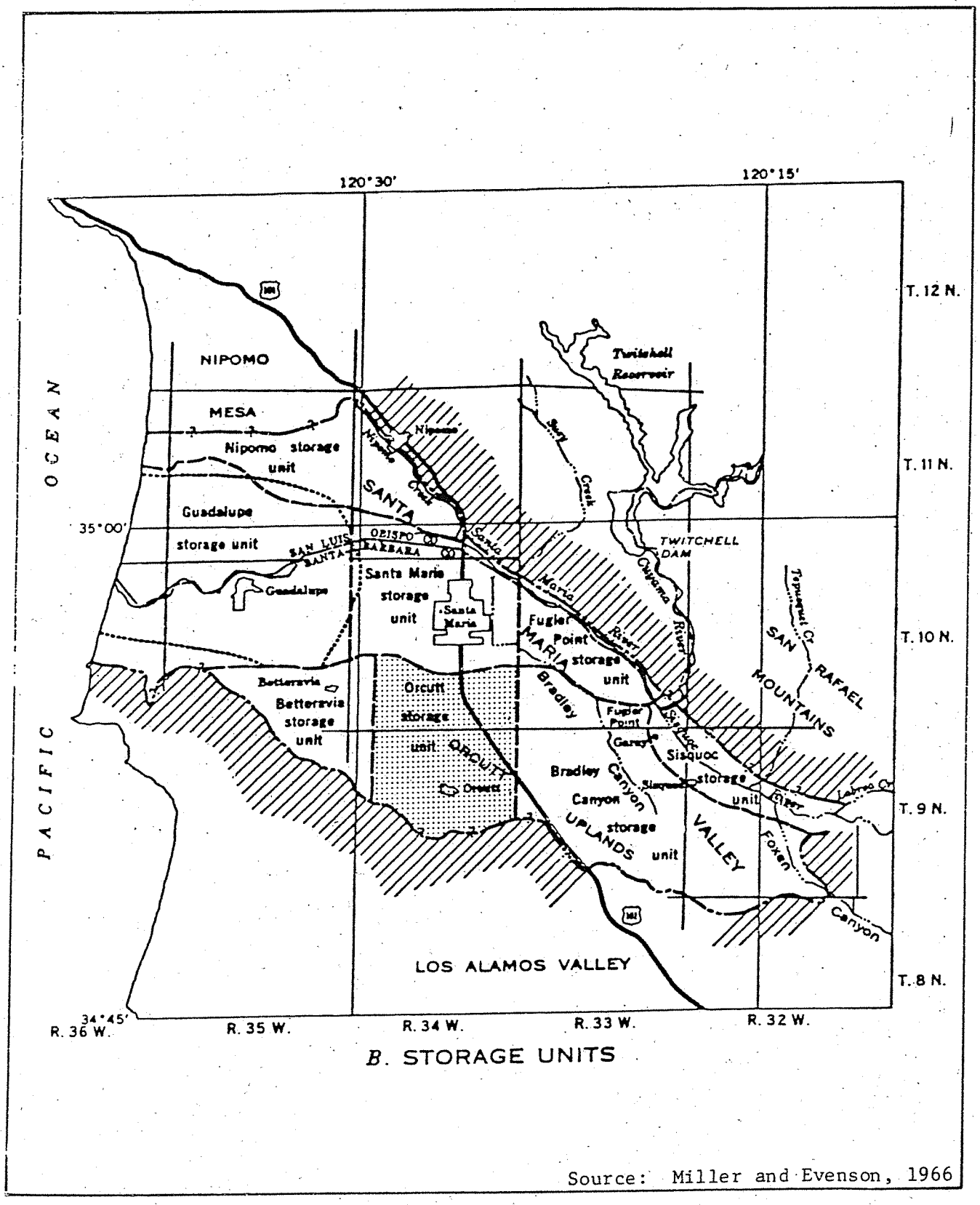
The Initial Study was prepared also in order to examine cumulative regional impacts of the specified projects. The region referred to may be as large as the South Central Coast Air Basin in the case of air quality, or as small as the Orcutt area in the case of noise. Site specific and regionally applicable mitigation measures can be found in the "Orcutt Thirteen EIR" (79-EIR-1).

This document is organized into a discussion of existing setting, cumulative and environmental impacts, and technical appendices that supplement information presented in the main body of the Initial Study. Figure 1 shows the regional location of the Santa Maria/Orcutt area in California and Santa Barbara County. Figure 2 illustrates the relationship of the proposed projects to projects which are the subject of the Orcutt Joint EIR.

2. DISCUSSION OF EXISTING ENVIRONMENTAL SETTING AND IMPACTS IN ORCUTT

2.1 AIR QUALITY. Description of the regional air quality and meteorology setting of Orcutt is provided in detail in the appendix.

NONATTAINMENT STATUS OF THE SANTA MARIA/ORCUTT AREA. Santa Barbara County includes nonattainment areas for the air pollutants carbon monoxide, oxidant, and particulates pursuant to the Clean Air Act Amendments of 1977. Nonattainment refers to those areas that, by virtue of past air quality monitoring of air pollutant emission growth trends, violate the National Ambient Air Quality Standards. All of Santa Barbara County has been designated as a nonattainment area for oxidant;



B. STORAGE UNITS

Source: Miller and Evenson, 1966

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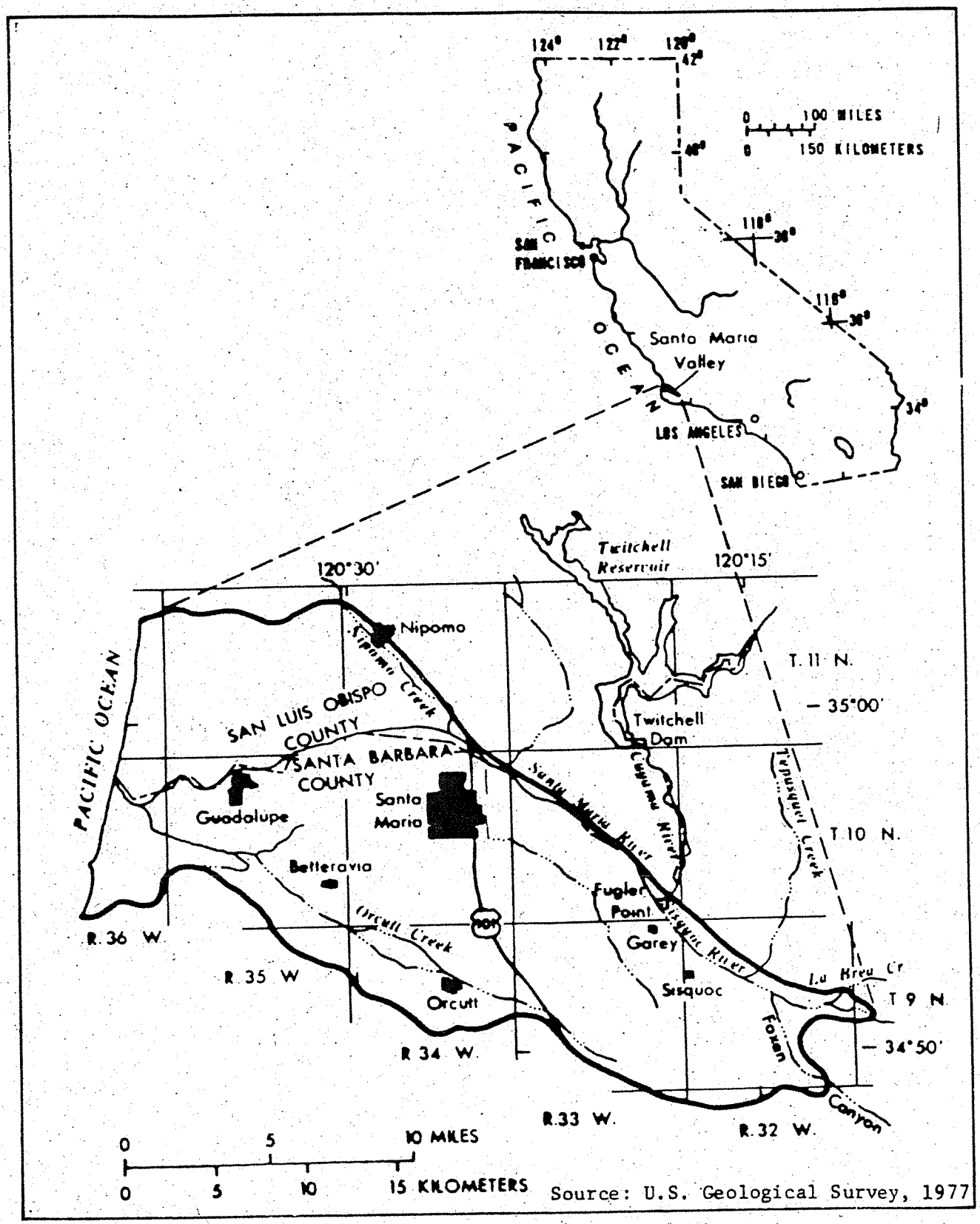
FIGURE 2. SANTA BARBARA COUNTY GROUNDWATER STORAGE



Source: U.S. Geological Survey, 1977

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FIGURE 1. LOCATION OF SANTA MARIA VALLEY AREA

sufficiently high concentrations has adverse health effects, acting synergistically with oxidant and TSP. Atmospheric oxidation of SO_2 is one pathway of sulfate formation. The Santa Barbara County APCD does not monitor carbon monoxide (CO) in the Santa Maria/Orcutt area. Based upon CO modeling results, CO levels in Orcutt are presently well below the National Ambient Air Quality Standard (NAAQS). Even along the congested segment of Broadway (Orcutt Expressway north of Betteravia Road), CO levels do not approach the NAAQS (Earth Metrics Incorporated, 1978).

LOCAL METEOROLOGY AND EMISSIONS. The interaction between local meteorology and air pollutant emissions is a key to assessment of the effects of growth in the Santa Maria Valley on regional and local air quality. Emissions of oxidant precursor chemicals in parts of San Luis Obispo, Ventura, and Santa Barbara counties upwind of Santa Maria/Orcutt may cause violations of the NAAQS for oxidant in the Santa Maria Valley. An alternative hypothesis is that local emissions of reactive hydrocarbons and nitrogen oxides are the principal cause of oxidant levels in violation of the NAAQS in the Santa Maria Valley. Local meteorological and topographical characteristics of the valley lend credibility to the latter hypothesis. In the early fall, marine/subsidence inversions inhibit the transport of air pollutants across elevated terrain, allowing air pollutants to accumulate and undergo chemical change. Day time winds transport air pollutants toward the southeast; then nighttime valley drainage winds return air pollutants toward the northwest. One test of this hypothesis would be an analysis of the local meteorology/emissions scenarios that occur during days of clean air and days of violation of the NAAQS for oxidant in the Santa Maria Valley. The same analysis with respect to sulfates would contribute to the understanding of the amount of sulfur dioxide generating activity that the Santa Maria Valley airshed can support without impairment of air quality.

Table 1 summarizes Santa Maria Valley and Santa Barbara County emissions of air pollutants. Present and future emissions in the Santa Maria Valley and Santa Barbara County were tabulated by the Santa Barbara County APCD.

only certain locations of the county as identified in the Clean Air Act Amendments of 1977 are nonattainment areas for carbon monoxide (CO) and particulate (TSP). The Santa Maria/Orcutt area is not included in designations of nonattainment areas for CO and TSP, and is unclassified for air pollutants such as nitrogen dioxide and sulfur dioxide.

The California Air Resources Board is the coordinating agency for state subregional nonattainment plans. The purpose of nonattainment planning is to develop control measures necessary to meet the National Ambient Air Quality Standards (NAAQS) by 1982. In the cases of CO and oxidant, the deadline for attainment of the NAAQS may be extended by the U.S. Environmental Protection Agency (EPA) to no later than 1987. The State Implementation Plan will be submitted to the EPA by the California Air Resources Board in early 1979.

The Santa Barbara County Air Pollution Control District (APCD) began air monitoring in Santa Maria in October, 1975. The monitored air pollutants include oxidant and sulfur dioxide (SO_2) at the 705 East Main Street air monitoring station, and particulates (TSP) and sulfates at the 420 South Broadway air monitoring station.

Violations of the Federal oxidant standard and California TSP standard occur frequently in the Santa Maria/Orcutt area. In 1976, the maximum hourly average oxidant concentration was 0.12 parts per million; the maximum 24 hour average TSP level was 250 micrograms per cubic meter (California ARB, 1976). No violations of the California sulfates standard have occurred during weekly sampling of ambient particulate concentrations. Although the Santa Barbara County APCD has reported no violations of the California SO_2 and hydrogen sulfide (H_2S) standards, results of recent air monitoring nearby Lake Marie Estates and the Cat Canyon oil fields are as yet unpublished. (Lake Marie Estates is located approximately 1.5 miles east of U.S. Highway 101, on Clark Avenue.) Sulfur dioxide and hydrogen sulfide are products of petroleum production that takes place in nearby Cat Canyon and elsewhere in the Santa Maria Valley. Hydrogen sulfide has an odor resembling rotten eggs that is detectable at concentrations above 0.0005 parts per million. Sulfur dioxide also has a distinct odor, and at suf-

2.2 HYDROLOGY. The Santa Maria/Orcutt area is situated within the Santa Maria Valley, a large coastal region that occupies the northwestern part of Santa Barbara County and the extreme southwestern part of San Luis Obispo County. The valley encompasses approximately 260 square miles, with a maximum length of 28 miles and a maximum width of 15 miles (see Figure 1). The Santa Maria River, which is the main source of water for the valley, is formed by the confluence of the Sisquoc and Cuyama Rivers at Fugler Point and flows generally northwestward to the Pacific Ocean, a distance of about 25 miles. The valley is characterized by a broad alluvial plain near the ocean that tapers gradually inland. The majority of development in the valley is on the alluvial plain, the principal activity being agriculture (with some light industry in the more densely populated areas).

BASIN GEOHYDROLOGY. The geology of the Santa Maria Valley as it pertains to the occurrence and movement of groundwater can be described as a broad downfold or synclinal trough of consolidated rocks filled with unconsolidated water bearing deposits, bordered by hills and mountains to the north, south, and east. The water bearing deposits extend to an average depth of 1000 feet for the main groundwater body. The thickest section through the basin is found in the Orcutt area where the basin thickness is 2800 feet (SBCWA, 1977a, p. 6). Most of the groundwater in the system is in the undifferentiated deposits of the Paso Robles Formation, which ranges in thickness from zero to 2000 feet. Together with Pleistocene and Recent alluvium (thickness zero to 230 feet), these sediments represent the most important water bearing deposits in the basin. The Orcutt Formation, which overlies the Paso Robles Formation, is also of considerable importance in the Orcutt Uplands area. The permeability of the aquifer system is generally greatest in the eastern part of the basin and decreases down the valley to the west, and probably decreases with depth (USGS, 1966, p. 15).

There are no faults that protect the basin against possible seawater intrusion, nor are there any significant faults that impede the movement of groundwater in the basin except for the area between Santa Maria and recharge areas to the southeast. In this location, two or three faults cut the lower portions of the water bearing deposits. Movement along the faults is thought to be predominantly

TABLE 1. BASELINE (1976) AND FUTURE ANNUAL AVERAGE EMISSIONS GENERATED BY CUMULATIVE GROWTH IN ORCUTT, SANTA MARIA VALLEY, AND SANTA BARBARA COUNTY

AIR POLLUTANT EMISSIONS (TONS PER DAY)

ISSIONS SOUCES	Carbon Monoxide			Nitrogen Oxides			Reactive Hydrocarbons			Particulates			Sulfur Dioxide		
	1976	1982	1996	1976	1982	1996	1976	1982	1996	1976	1982	1996	1976	1982	1996
nta Maria Valley	60	(46.5)	30	13.5	(10.6)	10.7	13.9	(7.8)	5.2	2.1	2.1	2.1	5.9	(2.5)	2.7
Mobile[a]	56	40	25	7.8	8.4	6.7	9.8	4.3	1.5	0.9	0.8	0.7	0.9	0.8	0.7
Stationary	4	(6.5)	5	5.7	(2.2)	4.0	4.1	(3.5)	3.7	1.2	1.3	1.4	5.0	(1.7)	2.0
mulative Growth**	0	4.7	4.2	0	0.76	0.62	0	0.36	0.39	0	3.9	0	0	0.006	0.05
Transportation[c]	0	4.7	4.1	0	0.61	0.52	0	0.35	0.38	0	0.03	0.03	0	*	0.05
Home Heating	0	0.014	0.009	0	0.006	0.038	0	0.006	0.004	0	0.007	0.005	0	0.004	0.003
Construction	0	0.016	0.010	0	0.09	0.06	0	0.006	0.004	0	3.9	3.9	0	0.006	0.004
nta Barbara County	209	163	123	41	42	50	49	101	124	24	27	30	11	12	17
Mobile	193	146	104	27	26	28	27	21	15	3	3	3	3	3	3
Stationary	16	17	19	14	16	22	22	80	109	21	24	27	8	9	14

Assumed as 30 percent of Santa Barbara County mobile emissions

Negligible

) Subject to revision upon receipt of new data from the Santa Barbara County APCD.

Composite Emission Factors determined using EPA Mobile 1: Mobile Source Emission Model

* All Proposed Orcutt Products.

GROUNDWATER RESOURCES. Before discussing inflow (supply) and outflow (demand) of groundwater in the basin, it is necessary to understand how much water is currently in storage in the saturated basin sediments and how this storage historically has been affected. Quantification of this information will permit a comparison to the amount of water involved in various proposals to increase groundwater pumpage in the basin.

STORAGE CAPACITY AND CHANGES IN STORAGE. The total volume of groundwater in storage is currently estimated at about 10 million acre feet, assuming a specific yield of 10 percent. Only about two million acre feet of this total, however, are above sea level. In 1918, it is estimated that there was an additional one million acre feet in storage above sea level (SBCWA, 1977a, p. S-2). A 1950 estimate indicated about 2.4 million acre feet of groundwater in storage above sea level (Toups, 1978, p. III-21).

Estimates of groundwater in storage for the years 1918, 1950, 1959, and 1975 are shown in Table 2 for each of the storage units delineated in Figure 2. The 1918 condition represented an historic high for groundwater in storage. Since that time, an average annual dewatering of about 18,000 acre feet per year (AFY) has occurred. The rate of dewatering was greatest in the period prior to 1959 and since then has averaged only 10,000 AFY. The reduction in the rate of dewatering is caused by the operation of Twitchell Dam. The 1975 rate of dewatering is estimated to be 20,000 AFY (SBCWA, 1977a, p. S-5).

The most significant storage changes have occurred in the Orcutt, Bradley Canyon and Santa Maria storage units, shown on Figure 2. The amount of dewatering has been 50,000 AF, 45,000 AF, and 40,000 AF, respectively in the period 1959 to 1975. A portion of this dewatering may be attributed to below normal rainfall, 16 percent below normal, during this time period. However, the major factor in dewatering the basin is the almost doubling of the agricultural demand (LaFreniere, 1978).

vertical, with a maximum displacement on the Santa Maria fault measured at about 150 feet (SBCWA, 1977a, p. 6). The faults cut the lower portions of water bearing deposits, but apparently do not offset younger (Pleistocene and Recent) sediments (USGS, 1951, p. 43). Groundwater movement across the Bradley Canyon fault plane is impeded to some extent as evidenced by the steepening hydraulic (water table) gradient as the gradient crosses the fault area. A third fault may be located in the vicinity of Fugler Point, but its relation to the movement of groundwater has not been determined (Toups, 1978, p. III-19).

SURFACE WATER RESOURCES. The Santa Maria River has a drainage area of about 1800 square miles, including 1600 square miles within the Cuyama and Sisquoc River basins above Fugler Point, and 200 square miles within the Santa Maria River basin downstream from Fugler Point (Toups, 1978, p. III-21). Unlike the Cuyama and Sisquoc Rivers that flow mostly over consolidated rocks, the Santa Maria River flows across or adjacent to thick alluvial deposits with high infiltration potential. Most of the natural recharge to the Santa Maria groundwater basin is derived from seepage of surface water runoff in the Santa Maria River.

Since 1959 surface water flow in the Santa Maria River has been controlled, in part, by the Twitchell Dam (see Figure 1). The purpose of this dam is to retain water at a time and rate that would produce maximum groundwater recharge and minimize loss to the ocean. The effect of the dam has been to increase groundwater recharge by stream seepage by about 20,000 acre feet annually (SBCWA, 1977, p. 27).

There are no controls, at present, on the Sisquoc River. During periods of high runoff, flow in the Sisquoc River is utilized for groundwater recharge, and water is not released from Twitchell Dam. The flow in the Sisquoc River can exceed infiltration rates in the Santa Maria River, resulting in the loss of high quality water to the ocean. Additional information regarding surface water flows in the Santa Maria River system is provided in referenced documents by USGS, 1976, and Toups, 1976.

RECHARGE. Natural recharge of the groundwater basin of Santa Maria Valley occurs primarily through stream seepage, although rainfall infiltration and subsurface inflow also contribute to recharge. Total annual recharge to the groundwater basin from all sources is estimated to be 82,000 acre feet (SBCWA, 1977a, p. S-4), including 20,000 acre feet from Twitchell Reservoir.

The net recharge of the basin is the total average annual recharge less the subsurface outflow to the ocean. Several estimates of subsurface flow to the ocean have been made (USGS, 1977; SBCWA, 1977; Toups, 1976) with the most recent estimate being 6000 acre feet per year (AFY) (SBCWA, 1977a, p. S-4). Thus the most recent estimate of net recharge to the basin is 76,000 AFY. The safe yield for consumptive use is identical to the net recharge or perennial yield; that is, 76,000 AFY. It is important to note that while additional pumping could reduce the net outflow to the ocean, some subsurface outflow is necessary to maintain the present seaward hydraulic gradient in order to prevent seawater intrusion of onshore aquifers.

WITHDRAWALS. Removal of groundwater from the Santa Maria Basin occurs by the natural mechanism of subsurface outflow as well as by pumpage for consumptive uses in the form of municipal, industrial, and agricultural uses. By far the most significant use of groundwater pumpage is for agricultural irrigation. Extractions for agricultural irrigation were estimated for 1975 conditions at 113,000 AFY of which about 73 percent (82,500 AFY) is consumptively used and 27 percent (30,500 AFY) returns to the groundwater basin (SBCWA, 1977b, p. XI-2). Agricultural irrigation water is not metered, and its magnitude is estimated on the basis of cropping patterns and cultivated acreages.

Consumptive use by municipal and industrial water users was estimated at about 13,000 AFY for 1975 conditions out of a total extraction of about 20,000 AFY (SBCWA, 1977a, p. S-4). Most of the municipal and industrial extracted water

TABLE 2. SANTA MARIA BASIN ESTIMATED GROUNDWATER IN STORAGE[1]

STORAGE UNIT	SURFACE AREA (Acres)	STORAGE 1918	1950	(100'S OF ACRE FEET) 1959	1975
Guadalupe[2]	25,000	235	171	145	145
* Nipomo	10,500	250	160	140	140
Betteravia	6,100	82	65	47	43
Santa Maria	17,400	540	292	265	223
Fugler Point	5,500	230	153	170	170
Orcutt	16,200	460	277	290	238
Bradley Canyon	22,000	1,020	992	900	855
Sisquoc	4,820	255	252	250	240
TOTAL	107,000	3,070	2,360	2,210	2,054

CHANGE IN GROUNDWATER STORAGE (ACRE FEET)

PERIOD	1950 to 1959	1959 to 1975	1918 to 1975
NET	150,000	160,000	1,020,000
AVERAGE ANNUAL	17,000	10,000	18,000

* Nipomo storage unit is outside of Santa Barbara County.

1 1918, 1950,1959 estimates from USGS (Miller & Evenson, 1966) showing groundwater in storage above sea level. 1975 figure developed by SBCWA.

2 Groundwater in storage from 10 feet above sea level to the top of saturated zone.

Source: SBCWA, 1977.

and agricultural uses. In addition to meeting local demands, the Orcutt Storage Unit is also the main water source for the City of Santa Maria and surrounding areas. Of the total demand of 14,100 feet in 1975 (Toups, 1978, p. III-32), about 63 percent (8900 acre feet) was consumptively used (Toups, 1978, p. III-32). The remainder percolated downward into the saturated zone, recharging the groundwater basin. However, only 900 acre feet of this was recharged to the Orcutt Storage Unit; the rest was removed and recharged to the Santa Maria Storage Unit.

WATER QUALITY. The quality of water recharging the groundwater basin from the Cuyama and Sisquoc Rivers has historically exhibited an inverse relationship between runoff quantity and amount of dissolved solids. Control of Cuyama River flows by the Twitchell Dam has allowed retention of high quality runoff resulting in a dilution of poor quality base flow and an improvement in the average quality of river recharge to the basin. Water quality in the Cuyama River averages 1000 parts per million (ppm) of total dissolved solids (SBCWA, 1977a, p. 39).

Groundwater quality has deteriorated significantly in some areas of Santa Maria Valley over the past 20 years. Drinking water standards (California State Department of Health) of 1000 ppm for total dissolved solids are currently exceeded throughout much of the groundwater basin. Groundwater quality decreases from east to west, laterally from the Santa Maria River, and northward from the southern edge of the basin (SBCWA, 1977b, p. XI-3). This pattern of distribution is compatible with recharge sources and groundwater flow (Toups, 1978, p. III-34). In areas influenced by the Santa Maria River, minor improvement in water quality has occurred due to flow control by the Twitchell Dam.

The use and reuse of groundwater, coupled with the introduction of certain additives as a consequence of municipal, industrial and agricultural uses as well as evaporation of much of the applied water result in an increased mineralization of the groundwater. The effect is greatest in the western portion of the valley where the presence of a confining layer serves to impede the downward movement of groundwater. This area is characterized by relatively intense irrigation pumpage.

is measured by metering, but estimates of consumptive use are necessary in many cases.

Withdrawal and consumptive use of groundwater in excess of net recharge indicates that the Santa Maria Valley groundwater basin is in a state of overdraft. The result has been a significant decline in water levels throughout the basin as groundwater has been removed from storage.

The most recent estimates by the Santa Barbara County Water Agency place the current overdraft at 15,000 to 20,000 AFY (SBCWA, 1977b, p. XI-3; Ahlroth, 1978). This estimate of overdraft is based on the safe yield for extractions in the basin. The safe yield for extractions is determined by dividing the safe yield for consumptive use (76,000 AFY) by the percentage of extracted water that is lost by consumptive use (72 percent including municipal, industrial, and agricultural uses) giving 105,500 AFY as the estimated safe yield for extractions.

ORCUTT STORAGE UNIT. Because land development in Santa Maria Valley is expected to occur primarily in the Santa Maria/Orcutt vicinity in the near future, special attention is given here to the Orcutt Storage Unit and irrigated agricultural areas to the east. Recharge to the Orcutt vicinity from the southeast averages only 1000 acre feet annually (Toups, 1978, p. III-21) with from 5000 to 8500 acre feet of recharge occurring annually from the east. Average flow from the east is considered to be 6800 AFY (Toups, 1978, p. III-31), resulting in an annual supply or safe yield of 7800 AFY to the Orcutt Storage Unit. Calculations by Toups (1978) indicate a total water demand of 14,000 AFY for the Orcutt Storage Unit and the irrigated land to the east, resulting in a net deficit of 6300 AFY under 1975 conditions for the Orcutt Storage Unit and the westerly part of the Bradley Canyon Storage Unit. The current estimate is that there is at present a 4400 AFY overdraft in the Orcutt Storage Unit (Toups, 1978, p. III-32). This amount represents 29 percent of the estimated rate of overdraft for the entire groundwater basin, assuming the more conservative figure of 15,000 AFY as the amount of overdraft.

The demand for groundwater in the Orcutt area includes municipal, industrial,

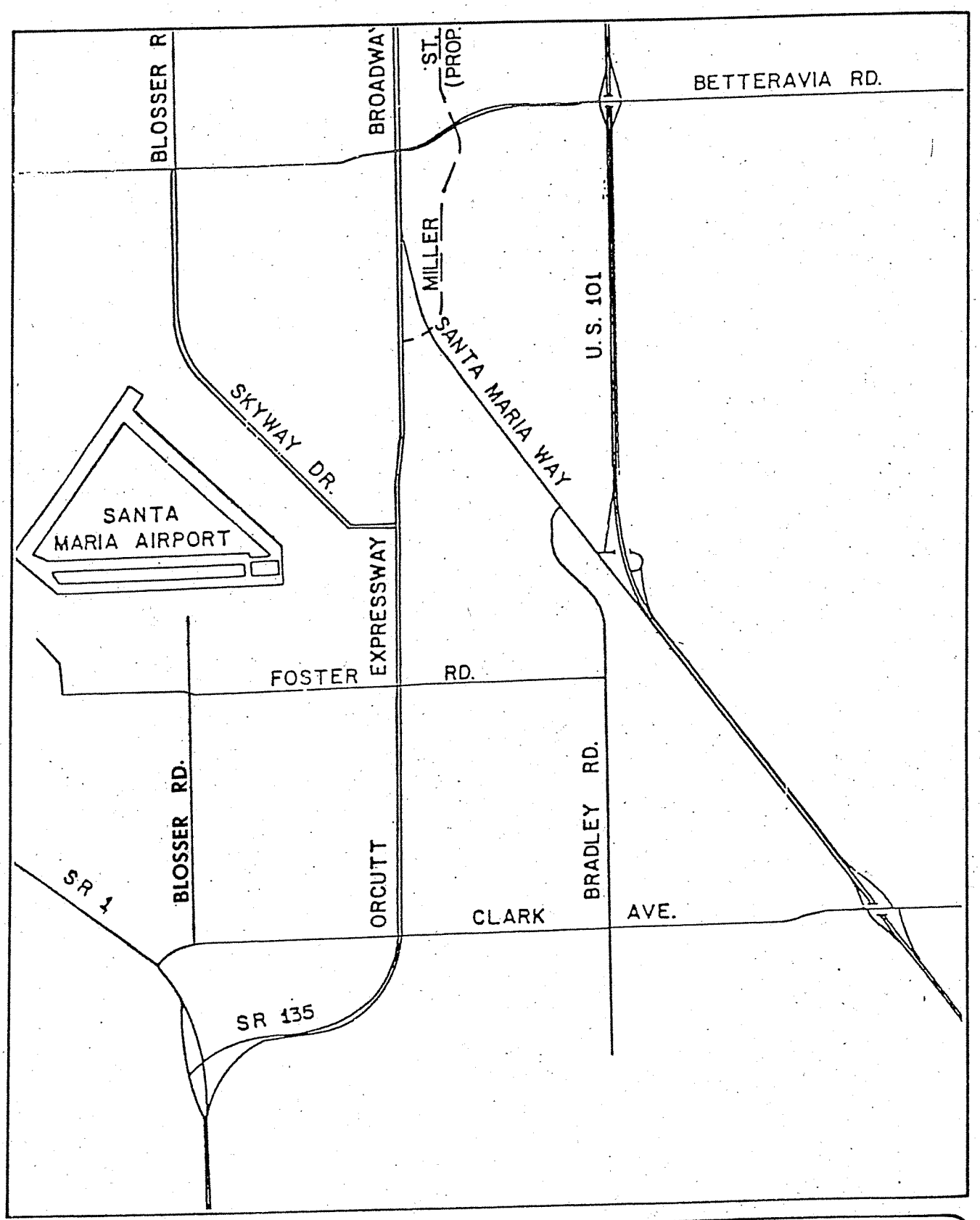

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FIGURE 3. REGIONAL AND LOCAL CIRCULATION SYSTEM

Water quality in all eight of the supply wells of California Cities Water Company's Orcutt System is considered to be good. Data provided by the Water Company show that for a 10 to 15 year period prior to 1975 (considering all eight of the system's wells) there was no detectable decrease in water quality in the Orcutt area (Keller, 1978; Kostas, 1979). Recharge to the Orcutt system is considered to originate principally from deep penetration of rainfall and local streambed percolation, as contrasted with the somewhat mineralized inflows to the storage units adjacent to the Sisquoc and Santa Maria Rivers (SBCWA, 1977a, P. 5-11).

2.3 CIRCULATION AND TRAFFIC. Major regional traffic routes through Orcutt include U. S. Highway 101, State Highway 135 (the Orcutt Expressway), and State Highway 1. U. S. Highway 101 links the project sites with the City of Santa Barbara. The Orcutt Expressway serves as the principal north and south route between Orcutt and Santa Maria, and offers a through connection to Vandenberg Air Force Base located southwest of Orcutt. Figure 3 illustrates these regional roadways.

Presently, there is no fixed route bus system through the Orcutt area. Limited public transit for the Santa Maria/Orcutt area is provided by the Santa Maria Organization of Transportation Helpers (SMOOTH) which operates four vans on a demand responsive basis. The SMOOTH system operates five days a week between 8:30 a.m. and 4:30 p.m.: the reservation notice required by SMOOTH is two to three days. There is no evidence that public transit or pedestrian and bicycle travel are currently significant modes for Santa Maria/Orcutt area residents, who rely on private automobiles for access to employment and commercial centers.

EXISTING SANTA MARIA/ORCUTT AREA TRANSPORTATION SETTING. Table 3 summarizes existing roadway characteristics and traffic volumes in the Santa Maria/Orcutt area. Traffic volumes are stated in terms of average daily traffic (ADT) and peak hour levels. Levels of service, presented and defined in Table 3, reflect roadway capabilities to accommodate peak hour volumes of traffic. A freeway such as U. S. Highway 101 generally has a capacity of 2000 vehicles per lane per hour. A two lane roadway has an ideal peak hour capacity of 2000 vehicles in both directions. The actual peak hour capacity would be somewhat less because of various sources of traffic friction such as signals and side streets. Roadways in Orcutt typically have considerable unused capacity,

TABLE 3. BASELINE 1976 AND 1973 TRAFFIC CHARACTERISTICS ON SANTA MARIA/ORCUTT AREA ROADWAYS (CONTINUED)

LEVELS OF SERVICE FOR HIGHWAYS AND EXPRESSWAYS

A Free flow of traffic

B Stable flow, no limitation to operating speeds or maneuvering ability

C Stable flow, limitation to operating speeds during peak hours

D Approaching unstable flow, sporadic operating speeds

E Unstable flow of traffic, traffic stoppages during peak hours

F Forced flow or complete breakdown of traffic flow

LEVELS OF SERVICE FOR INTERSECTIONS AND URBAN ARTERIAL ROADS

A No approach (signal) phase is fully used by traffic and no vehicle waits longer than one red indication

B An occasional approach (signal) phase is fully used and drivers feel somewhat restricted in vehicle platoons

C Occasionally drivers may have to wait more than one red indication; drivers do not feel objectionably restricted

D Substantial delays occur during peak hours of traffic but developing queues clear the intersection periodically

E Capacity; long queues of vehicles waiting upstream of the intersection and delays of several signal cycles occur

F Jammed conditions

Sources: Earth Metrics Incorporated, 1978. Highway traffic volumes are compiled from CALTRANS' document, Traffic Volumes on the California State Highway System. Other roadway traffic volumes are compiled from Toups Corporation report, Environmental Impact Report for East Orcutt Joint Projects, 1978. Definitions of levels of service are paraphased from the Highway Research Board's Highway Capacity Manual, 1965.

TABLE 3. BASELINE 1976 AND 1973 TRAFFIC CHARACTERISTICS ON SANTA MARIA/ORCUTT AREA ROADWAYS

ROADWAY	LOCATION		LEVEL OF SERVICE	NUMBER OF LANES	AVERAGE DAILY TRAFFIC 1976	AVERAGE DAILY TRAFFIC 1973	PEAK HOUR VOLUMES 1976	PEAK HOUR VOLUMES 1973
U.S. Highway 101	Clark Avenue	S	A[a]	4	15,600	14,800	2,750	2,200
		N	A[a]	4	18,900	17,800	3,100	2,500
	Santa Maria Way	N	A[a]	4	20,000	19,200	3,000	2,700
State Highway 135	Clark Avenue	S	A[a]	4	7,900	8,700	1,050	1,200
(Orcutt Expressway)		N	A[a]	4	11,400	12,000	1,600	1,650
	Foster Road	N	B-C	4	17,800	16,000	2,150	1,900
	Santa Maria Way	N	D[b]	4	28,000	28,000	2,800	2,800
Santa Maria Way	Bradley Road	N	A	4	10,630	-	1,100[c]	-
Bradley Road	Clark Avenue	N	A	4	7,170	-	720[c]	-
	Foster Road	N	B	2	6,600	-	660[c]	-
Clark Avenue	Orcutt Expressway	W	A	4	6,840	-	690[c]	-
		E	A	4	7,470	-	750[c]	-
	Bradley Road	E	A	4	7,000	-	700[c]	-
	Stilwell Road	E	A	4	7,000	-	700[c]	-
Foster Road	Orcutt Expressway	E	A	2	2,400	-	240[c]	-

[a] Carry, 1978

[b] Santa Barbara County Cities Area Planning Council, Environmental Impact Report for Regional Transportation Plan, 1976, page 167.

[c] Estimate: peak hour volume equals approximately 10 percent of the average daily traffic.

additional feature of this roadway between Foster Road and Clark Avenue. The speed limit posted along Bradley Road is 45 miles per hour (Toups, 1978, page III-42).

e) Clark Avenue. An east/west arterial roadway, Clark Avenue serves as the access route to U.S. Highway 101, State Highway 135, and State Highway 1 for the south Orcutt area. Clark Avenue has two lanes in each direction, with additional bicycle lanes on both sides. The posted speed limit is 45 miles per hour (Toups, 1978, page III-44).

f) Foster Road. An east/west oriented residential street, Foster Road connects to the Orcutt Expressway and Bradley Road. Foster Road, forty feet in width, has two lanes with parking permitted on both sides of the street. This roadway presently serves a collector function for the residential developments north and south of it. Its short extension in the form of a cul de sac east of Bradley Road serves additional residences and Saint Joseph's High School. The posted speed limit is 35 miles per hour (Toups, 1978, page III-44).

There are no unusually troublesome areas with regard to driver or pedestrian safety, an accident record prevailing throughout Orcutt of typical incidence compared to statewide norms. Traffic accidents occur at the Bradley Road/Santa Maria Way intersection, as vehicles enter or cross the Santa Maria Way flow of traffic. The intersection of Foster Road and Bradley Road is also the scene of minor accidents because of traffic congestion associated with Righetti High School. Other intersections, including those with signals such as the Clark Avenue/Bradley Road intersection, have typical accident profiles in terms of accident incidence per 100,000 vehicles. One area of pedestrian safety concern is the Santa Maria Way crossing at Valley Christian Academy, located on the east side of Santa Maria Way. The crossing situation is presently mitigated by an amber flashing caution sign and a crossing guard, which enhance the safety of students using this crossing (Hathaway, 1978).

2.4 NOISE. High levels of roadway noise are typically confined to the major travel corridors in the area, although single event high noise levels from a truck or loud automobile occasionally occurs on the lightly traveled

and correspondingly high levels of service. Figure 3 illustrates the major roadways in the Santa Maria/Orcutt vicinity.

The following major roadways serve circulation and traffic demands in the Santa Maria/Orcutt area:

a) U.S. Highway 101. Located east of the study area, U.S. Highway 101 is constructed to freeway standards, with access at Clark Avenue, Santa Maria Way, Betteravia Road, and other roadways north of Orcutt in Santa Maria. The interchanges immediately east of the study area, Santa Maria Way and Clark Avenue, do not have traffic signals at present.

b) State Highway 135. Located west of the study area, the Orcutt Expressway (State Highway 135) is the major north/south arterial roadway through Orcutt, having two traffic lanes in each direction. Inside the city limits of Santa Maria, State Highway 135 is known as Broadway (Toups, 1978, page III-45).

c) Santa Maria Way. A northwest/southeast oriented arterial roadway, Santa Maria Way links U.S. Highway 101 with State Highway 135. Santa Maria Way has two lanes in each direction, divided by a median turn lane. An overhead flashing caution light warns motorists approaching the intersection of Santa Maria Way and Bradley Road. Elsewhere, the posted speed limit on Santa Maria Way is 55 miles per hour (Toups, 1978, page III-44).

d) Bradley Road. North of Santa Maria Way and south of Foster Road, Bradley Road is a four lane roadway. Between Santa Maria Way and Foster Road, Bradley Road has only two lanes. Bradley Road traffic at the intersection with Santa Maria Way faces a two way stop. The intersection of Foster Road and Bradley Road has a five phase signal with left turn protection on Bradley Road. The intersection with Clark Avenue has a five phase signal with left turn protection on Clark Avenue. Striped bicycle lanes on both sides of Bradley Road are an

TABLE 4. DISTANCES FROM MAJOR ROADWAYS IN THE ORCUTT AREA AT WHICH 60 LDN LEVEL IS LOCATED

ROADWAY	EXISTING DISTANCE* (Feet)	1981 DISTANCE* (Feet)
U.S. Highway 101		
North of Santa Maria Way	365	390
South of Clark Avenue	325	350
Orcutt Expressway		
North of Skyway Drive	300	425
North of Clark Avenue	245	325
South of Clark Avenue	175	245
Santa Maria Way	190	220
Clark Avenue		
West of Orcutt Expressway	130	150
East of Bradley Road	135	200
Bradley Road		
South of Foster Road	120	145
Foster Road		
East of Orcutt Expressway	55	85

* Distances do not take into account local factors which may limit noise propagation, such as topography, the presence of houses, or the presence of noise barriers such as masonry walls.

residential streets. In order to determine which areas are significantly influenced by high roadway noise levels, the Ldn (day night average noise scale) may be used. Ldn is a 24 hour noise scale with a ten decibel penalty applied to nighttime levels due to increased annoyance to noise at those times. In Santa Barbara County 60 Ldn is proposed as the maximum recommended outdoor noise level for residential areas (Damron, 1978). Existing levels have been determined along the major roadways in the Orcutt area by a combination of noise contours which have been developed by Santa Barbara County (Kobayashi, 1978) and Earth Metrics computer model analysis using a Federally approved noise prediction model (NCHRP, 1971, 1973). Table 4 presents the distance from the major roadways (as measured from the center of the near lane of travel) at which the 60 Ldn noise level occurs. These distances assume that significant noise from other roadways or sources is not present.

Aircraft noise associated with the Santa Maria Public Airport is of concern to some residents of the Orcutt area. The primary concern is noise generated by jet aircraft operations (both two engine commercial transports and business jets), and to a lesser extent noise by heavy commercial propeller aircraft. General aviation (propeller) aircraft noise normally produces limited annoyance although light aircraft occasionally stray over the Orcutt area. Aircraft almost exclusively land on Runway 30, approaching the airport from the southeast over the Orcutt Area. On infrequent occasions (amounting to approximately ten days per year) aircraft take off on Runway 12 toward the southeast, over the Orcutt area.

Areas with unacceptable aircraft noise in normal instances can usually be determined by examining airport CNEL (Community Noise Equivalent Level) contours. (CNEL is a noise scale similar to Ldn.) State regulations concerning airport noise currently allow airport noise up to 70 CNEL in residential communities, while by 1986 and thereafter the limit is reduced to 65 CNEL. Currently, both the 65 and 70 CNEL levels are confined to within the airport boundaries (BBN, 1974).

In the Orcutt area south and east of the Santa Maria Public Airport the cumulative exposure to aircraft noise, as expressed by the CNEL scale, is not the major concern, but rather the high noise levels associated with individual

a) Laguna County Sanitation District. This district presently serves 5153 residential units and plans to service all future Orcutt developments. The treatment plant has a design capacity of 2.4 million gallons per day (mgd). The 5153 residential connections plus 205 commercial and other connections produce an average daily dry weather inflow to the plant of 1.59 mgd, leaving an apparent excess capacity of 0.81 mgd. With implementation of the 13 projects evaluated in this report, the current inflow to the treatment plant would be increased by approximately .272 mgd based on a per capita waste generation rate of 94 gallons per day. This amount represents a 17 percent increase in the existing rate of inflow (1.59 mgd) and would reduce the apparent excess capacity to .54 mgd. As a result, the sewage treatment plant would operate at 78 percent of capacity treating approximately 1.86 mgd. An application for enlargement of the plant must be made when 75 percent of capacity (1.8 mgd) is reached (Bugh, 1978).

b) Santa Maria Airport Treatment Facility. Use of this facility has been terminated and the 820 residential units in Orcutt connected to this facility were diverted to the Santa Maria Wastewater Treatment Plant operated by the City of Santa Maria (Bugh, 1978).

c) Septic Tanks. Approximately 150 residential units in Orcutt have individual septic tanks. There are no plans to connect these units to a central facility (Toups, 1977, p. III-41).

WATER SUPPLY. The California Cities Water Company, owned by the Southern California Water Company, provides water service to the Orcutt area. The company currently controls wells that can supply approximately 7000 gallons of water per minute (Envicom, 1978, p. 61).

single event operations. It has been the experience of Santa Maria Public Airport that residential areas which are routinely exposed to single event aircraft noise levels of 85 dBA and above are the most dissatisfied with airport operations. Also, the principal dissatisfaction has been voiced relative to outdoor rather than indoor exposure. Jet aircraft activity is responsible for a considerable number of the complaints concerning aircraft noise. Complaint levels were high during the 1974/75 period when there was scheduled jet service at the airport (amounting to five DC-9 flights per day), as compared to current complaint levels with no scheduled jet service (Berry, 1978).

The portion of the Orcutt area which is exposed to consistent single event aircraft levels of 85 dBA or above is approximately defined by the proposed Airport Protective Zone. This zone is a 1500 foot wide corridor centered along the Runway 30 centerline, as extended to the southeast of the airport. The corridor extends southeast from the airport and terminates at Bradley Road. It is proposed that the County General Plan, as finally adopted, should not allow new residential development in this corridor.

Of the approximately 100 operations currently, about 30 percent may produce single event noise levels at or above 85 dBA. These events occur principally in the northwest portion of the Airport Protective Zone. Outside and adjacent to the Airport Protective Zone and near the Runway 30 centerline southeast of the Zone, an occasional jet aircraft produces single event noise levels at or above 85 dBA. This eventuality usually occurs when the aircraft deviates from the Runway 30 centerline on approach. Also, on the few days per year when aircraft take off toward the southeast, a much larger portion of the Orcutt area southeast of the airport may experience single event noise levels above 85 dBA.

2.5 COMMUNITY SERVICES

SEWAGE TREATMENT. Wastewater management in the Orcutt Area is presently carried out in one of three ways:

TABLE 5. SCHOOL ENROLLMENTS AND CAPACITIES

GRADE LEVEL	SCHOOL	1978/1979 ENROLLMENT	CAPACITY
K to 6	Alice Shaw School Hillview and Dahlia Pl. Santa Maria, CA	389	550
7 and 8	Lakeview School 3700 Orcutt Rd. Santa Maria, CA	305	450
9 to 12	Ernest Righetti High School 941 E. Foster Rd. Santa Maria, CA	1901	2300
Orcutt Union School District		3023	5000
Santa Maria Joint Union High School District		4696	6000

Source: Merill, 1978, Halverson, 1976, and Burns, 1979.

SCHOOLS. The study area lies within the Orcutt Union School District and the Santa Maria Joint Union High School District. The Orcutt Union School District contains seven elementary schools and one junior high school. The Santa Maria Joint Union High School District operates three high schools and one continuation school. Schools that serve the study area are: Alice Shaw Elementary School, Lakeview School, and Ernest Righetti High School. Their current enrollments and capacities are displayed in Table 5.

Both school districts state that their existing facilities adequately meet the present educational needs of their students. The Orcutt Union School District is experiencing declining enrollments at a rate of three percent per year and may close down one school in 1979 (Merrill, 1978). The Santa Maria Joint-Union High School District, originally designed for 4160 students, can handle an increase to 6000 students, although an increase to that level would create conditions described as "strained" (Burns, 1979). The school district, at present, is 13 percent over the original capacity, and the Ernest Righetti High School is six percent over its original capacity of 1800 students. However, the district has been able to accommodate 28 percent over capacity at Ernest Righetti High School in the past. The district has been experiencing declining enrollments even though construction in the area is increasing. The district explains this phenomenon in terms of families whose grown children have left home moving into Orcutt from elsewhere in the county. Ironically, construction in Orcutt has seemed to increase enrollments at the more northerly Santa Maria High School instead of Ernest Righetti High School, or less expensive housing vacated by the older couples without children is purchased by families with children. The district would solve this imbalance by revising boundaries for attendance at the Santa Maria and Ernest Righetti High Schools (Burns, 1979).

PUBLIC TRANSPORTATION. SMOOTH (Santa Maria Organization of Transportation Helpers), a private nonprofit organization, provides the only public transportation in the Santa Maria and Orcutt vicinity. The service is funded by the City of Santa

SOLID WASTE. Solid waste collection in the Orcutt area is provided by the Valley Garbage and Rubbish Company of Santa Maria. The Company experiences no unusual problems in serving the area at present (Matheny, 1979). Solid waste is disposed of as landfill at the Santa Maria City Dump which serves the northern portion of the county. Assuming a two percent growth in population per year, the landfill site had a capacity of approximately 30 years. This capacity has been extended by the practice of including hills rather than level surfaces (Martin, 1979).

POLICE PROTECTION. Police protection for the Orcutt area is provided by the Santa Barbara County Sheriff's Department. The nearest substation is located at 812 West Foster Road, Santa Maria, approximately one quarter mile to three miles from the study area.

The Santa Maria station employs 55 people; 23 of these people are patrol officers. Response time to the project sites ranges from three to five minutes. The station is not now understaffed (Hersman, 1979). The average deployment is three two man cars per shift. Existing staff and facilities operate at an adequate level of service of one officer per 1250 residents (Hersman, 1979). Plans for future staffing and facilities is dependent on the possible budget cutbacks required by the passage of Proposition 13. However, there are no current plans to reduce staff. Staffing levels will be determined by the County Sheriff in conjunction with the County Board of Supervisors (Hersman, 1978).

The California Highway Patrol oversees traffic control throughout the Orcutt area. No unusual traffic problem exist in this area. The existing staff and facilities are adequate to serve the area.

FIRE PROTECTION. Fire protection for the entire Orcutt area is provided by the Santa Barbara County Fire Department and the Orcutt Community Volunteer Fire Department. Average response time to the study area ranges from four to nine minutes from Station Number 21 adjacent to the Santa Maria Airport. There are also two backup stations, one in Sisquoc and the other in Los Alamos.

Maria, the County of Santa Barbara, the community of Guadalupe, and a variety of other sources. Small buses provide transportation for senior citizens, entry level workers, and handicapped students. SMOOTH generally does not serve commuters and other students (Poultney, 1978). Currently, the service is operating at its full capacity.

ELECTRICITY. Pacific Gas and Electric Company located in Santa Maria presently provides electricity to the Orcutt area. The Company experiences no significant problems associated with servicing the area (Emmons, 1978).

TELEPHONE: General Telephone Company of California provides telephone service to the Orcutt area. The central office is located on Bradley Road across from Righetti High School. In the Orcutt area, telephone lines extend along Bradley Road, Foster Road, Clark Avenue, and Oak Knoll Road. The telephone company currently experiences no problems in providing service to the study area (Cole, 1978).

MEDICAL CARE: The closest medical facility to the study area is Valley Community Hospital, located at 505 East Plaza Drive in the City of Santa Maria. The hospital contains 48 beds and has an average occupancy rate of 67 percent. Orcutt is a primary service area for the hospital. A long range planning study performed by the hospital has anticipated an occupancy rate in excess of 80 percent by early 1979. At 80 percent occupancy, a shortage of bed space may be experienced depending on the types of medical care required by patients. The hospital recognizes the need for future expansion and has submitted a certificate of need to the State, an initial step in the expansion process (Fite, 1978).

Ambulance service to the study area is provided by two private ambulance companies in Santa Maria. The average ambulance response time from Santa Maria to the Orcutt area via U. S. Highway 101 is seven minutes (Kelly, 1978).

HOUSING. The Santa Maria area offers a large variety of residential unit types. Neighborhoods range from predominately single family units to a mix of multiple and single family. The majority of the mixed density neighborhoods are located in older areas close to downtown Santa Maria. Neighborhoods with predominately single family housing are located to the north, east, and south of the Santa Maria area. Orcutt, especially, has a large percentage of single family dwellings. Existing housing since 1940 is shown in Table 8. Data for the Orcutt area, prior to 1970, was not available.

TABLE 8. EXISTING HOUSING IN SANTA MARIA/ORCUTT AREA

	NUMBER OF UNITS IN ORCUTT	NUMBER OF UNITS IN SANTA MARIA	TOTAL NUMBER OF UNITS
1940	NA	1,850	--
1950	NA	3,095	--
1960	NA	6,315	--
1970	5,190	10,805	15,995
1975	6,020	12,270	18,285

NA: Not Applicable
Source: Toups, 1978, p. III-7

By 1975 the vacancy factor for available housing in Santa Maria was only 2.11 percent according to the 1975 State Special Census, indicating demand in excess of supply, since a vacancy factor of five to seven percent normally indicates a healthy housing market. The insufficient supply of housing was instrumental in raising the rate of increase in housing costs to approximately twice the rate of increase in personal income (Santa Maria Planning Commission, 1977). This scenario has caused many homes to be unaffordable by first time homebuyers, especially young families (Toups, 1978, p. III-8).

Response time from these stations to the study area is approximately 15 to 20 minutes (Hunt, 1979).

2.6 SOCIOECONOMIC CHARACTERISTICS. Population levels for Orcutt, Santa Maria, and all of Santa Barbara County for intervals since 1960 are given in Table 6. Growth rates experienced from these population changes are listed in Table 7. As these tables illustrate, the population of Orcutt has been expanding at a more rapid rate than Santa Barbara County as a whole and more rapidly than the City of Santa Maria; however, the growth rate in Orcutt has slightly decreased from growth levels in the early 1970's.

TABLE 6. POPULATION LEVELS FOR ORCUTT, SANTA MARIA AND SANTA BARBARA COUNTY

	1960	1970	1975	1978
Orcutt	11,540	20,023	20,133	21,200
Santa Maria	23,940	32,744	33,547	35,000
Santa Barbara County	168,960	264,325	282,000	286,350

Source: Pauley, 1978

TABLE 7. ANNUAL POPULATION GROWTH RATES FOR ORCUTT, SANTA MARIA AND SANTA BARBARA COUNTY

	1960-1970 POPULATION CHANGE (PERCENT)	1970-1975 POPULATION CHANGE (PERCENT)	1975-1978 POPULATION CHANGE (PERCENT)
Orcutt	5.00	1.75	1.25
Santa Maria	3.50	6.75	1.00
Santa Barbara County	4.50	1.25	0.75

Source: Toups, 1978, p. III-3.

(c) Santa Maria's desirability as a place to live is an important source of appeal to the management and owners of businesses (Gruen, Gruen, and Associates, 1974, pp. 2-4).

Manufacturing occupies a smaller place in the Santa Maria labor market (13 percent) than in the national labor market (26 percent), but it is growing faster locally than the national average. Growth in the manufacturing sector is expected to continue as several companies requiring 60 to 100 employees have recently relocated to the area. Future growth is expected in the Skyway Industrial Park, which is promoting over 200 acres of space for sale or lease.

Agricultural employment, which declined from 1950 to 1966, began to experience growth in 1967 due to additions of producing acreage by several large farms. Key crops are strawberries, sugar beets, garbanzo beans, lima beans, Fordhook beans, potatoes, broccoli, and lettuce. This trend in agriculture is expected to continue, with the most recent significant crop production growth to be in premium grapes. A side effect of this agricultural growth includes transformation of migrant workers into permanent residents (Gruen and Gruen, 1974, p. 6). The decline in construction employment from 1961 to 1970 (see Table 9) has reversed particularly after 1973, when an acreage of 400 new units per year have been constructed in the City of Santa Maria (Toups, 1978, pp. III 5-6).

Construction, and supply and demand for housing, in the Santa Maria area was rather stable prior to 1950. During the 1950's local construction increased, and it expanded very vigorously in the early 1960's. A major reason for this increase was the activation of the Missile and Space Program at Vandenberg Air Force Base. Construction workers as well as Vandenberg personnel arrived in the Santa Maria Valley in need of housing. This circumstance resulted in housing construction at a rapid rate further spurred by availability of attractive financing packages. Once the Vandenberg facilities were completed, construction workers began to emigrate from the area leaving large numbers of dwelling units vacant. As a result, very little residential construction activity took place during the next few years due to an oversupply of housing (Toups, 1978, p. III-8). By 1973 housing demand started to match supply, resulting in the increase of residential construction.

EMPLOYMENT. Between 1961 and 1970 employment in the Santa Maria area increased 59 percent (see Table 9), or approximately five percent annually.

TABLE 9. EMPLOYMENT LEVELS: SANTA MARIA/ORCUTT AREA

	1961	% TOTAL	1970	% TOTAL	1961-1970 % CHANGE
Agriculture, Forestry, Fisheries	1,850	13	3,300	15	+78
Mining	375	32	600	2	+60
Contract Construction	1,575	11	700	3	-56
Manufacturing	1,350	10	2,800	13	+107
Transportation, Communication and Utilities	700	5	1,300	6	+86
Trade	3,200	23	5,300	24	+66
Finance, Insurance Real Estate	400	3	500	2	+25
Service	2,800	20	3,100	14	+68
Government	1,750	13	3,100	14	+77
TOTAL	14,000		22,300		+59

Source: Gruen and Gruen, 1974, p. 4

Relocation of several large companies to the Santa Maria area contributed significantly to this growth. The following reasons for industrial relocation to Santa Maria were cited in a recent survey:

(a) Santa Maria's location is relatively close to the markets and supply sources of some companies.

(b) The Santa Maria Valley Developers, Inc., has succeeded in attracting more industry than the market itself would have brought in.

the Energy Policy and Conservation Act (PL 94-163) and the Energy Conservation and Production Act (PL 94-385). The state's lead agency is the California Energy Resources Conservation and Development Commission (ERCDC).

2.8 BIOLOGY. The Orcutt area is part of a grassland community, consisting of various grasses and herbaceous annuals that are indicative of a disturbed habitat. Vegetative species typical of this community include: ryegrass (Elymus glaucus), ripgut grass (Bromus rigidus), foxtail fescue (Festuca megalura), wild oats (Avena fatua), yellow stem filaree (Erodium spp.), purslane (Portulaca spp.), mugwort (Astemsia douglasiana), burrclover (Medicago polymorpha), vetch (Vicia spp.), wild radish (Raphanus sativus), and mustard (Brassica spp.). In addition, there are scattered occurences of shrubs, such as coyote bush (Baccharis pilularis), bush mallow (Lavatera spp.) and lupine (Lupinus spp.) (ESA, 1977, p. 19). Trees also exist in the Orcutt area, but are not abundant. The native coast live oak (Quercus agrifolia) is found in isolated instances; the Monterey cypress (Cupressus macrocarpa) and the introduced blue gum eucalyptus (Eucalyptus globulus) often occur as windbreaks in rows. No rare or endangered plants have been recorded for the study area (Griggs, 1978); however, this does not preclude the existence of rare and endangered species in the study area, since no field investigations of the sites were performed.

The grassland habitat typically supports a variety of small mammals, birds, reptiles, and associated predatory raptors and mammals; however, the study area is of low habitat value because of disturbances related to interspersed urban development (Fordice, 1978). It is unlikely that the study area supports wildlife species sensitive to human intrusion such as large predatory mammals, though predatory raptors utilize the study area for hunting. The following species are typically found in this type of grassland habitat: jackrabbit, ground squirrel, western harvest mouse, pocket gopher, grey fox, Pacific tree frog, western fence lizard, red tailed hawk, and a variety of songbirds (e.g., linnet, Brewers blackbird, western meadow lark, English sparrow, red breasted sapsucker, mockingbird, and starling (Fordice, 1978 and ESA, 1977, p. 19). No rare or endangered wildlife are known or expected to inhabit the study area (Fordice, 1978).

2.7 ENERGY. Growing energy demand in California will cause higher than necessary costs to residents and to government in terms of dollars spent, depletion of energy resources, and environmental damage. Energy conservation means improved efficiency and reduced waste of natural resources. A coordinated energy conservation effort can assist in slowing the projected growths in demand, reduce energy waste, save money for California consumers and businesses, and improve the quality of life and environment for California residents. (California Energy Commission, 1977, p. 1).

CLIMATOLOGY AND ENERGY. The severity of a local climate generally determines the amount of heating and/or cooling that is necessary. The Santa Maria/Orcutt area has a relatively mild Mediterranean type climate that is discussed in detail in Appendix D-1. Climatic factors relevant to energy usage are the number of heating degree days and solar radiation intensity. Heating degree days are the number of degrees Fahrenheit between a day's mean temperature and $65^{0}F$ (e.g., the number of degrees below $65^{o}F$) cumulated for an entire year. Santa Maria has 2985 heating degree days (State Energy Commission, 1977, Appendix D-1). Solar radiation intensity is determined by annual cloud coverage and degrees of latitude north of the equator (in California). Santa Maria/Orcutt, located at 34.9 degrees north latitude, is sunny most of the year, and is a suitable climate for solar space heating.

ENERGY AND ECONOMICS. Residential energy consumption is and will be significantly influenced by the economics of supply and demand, economic incentives for energy conservation, and recent federal and California legislation. Economic incentives are in the form of lower gas and electricity bills and special tax exemptions. The federal government has set schedules for automobile gasoline mileage requirements for new automobiles as follows: 18 miles per gallon (mpg) in 1978, 19 mpg in 1979, 20 mpg in 1980, and 27.5 mpg after 1985. Energy conservation standards for new residential developments were recently signed into law in California on March 11, 1978. In addition, the State of California is participating in the federally funded energy conservation planning program under provision of

of 15 proposed developments and found that its schools have the capacity to serve all of them.

Enrollments at Ernest Righetti High School are currently over the capacity for which the school was designed, by approximately six percent; however, the additional students resulting from further residential development in the Orcutt area will not adversely affect the high school. Previously, the high school has been able to accommodate up to 2300 students with no significant adverse impacts. The district estimates it could accommodate up to 2500 students with existing facilities and regular day sessions and 3000 or more students with additional classrooms and/or double session (Burns, 1979). However, enrollments are expected to decline during the next four years, following the trend currently seen in elementary schools.

New development will not necessarily cause a substantial increase in enrollment, as many new residents are couples with grown children moving from elsewhere in the county. Recent residential development in the Orcutt area has not significantly raised the numbers of high school students. Historically, there have been large fluctuations of students resulting from implementation of any one series of developments. The district generally seems confident that it could support students added by pending development (Burns, 1979).

The Santa Maria High School District generally favors residential growth in the Orcutt area, since such growth enhances tax revenues for school funding.

COMMUNITY SERVICES: PUBLIC TRANSPORTATION. Since SMOOTH does not obtain many passengers from middle income areas, the proposed developments should not substantially increase its ridership.

COMMUNITY SERVICES: ELECTRICITY. Future residential development in the Orcutt area will generate additional demand for electricity. The current policy of the Pacific Gas and Electric Company is to provide service to all new subdivisions. No unusual problems are foreseen in extending electrical service to the developments typically proposed in the Orcutt area. However, cumulative development may alter policies regarding new hookups in the future (Emmons, 1978).

COMMUNITY SERVICES: TELEPHONE SERVICE. General Telephone Company foresees no

The Orcutt Creek does not support a well developed riparian community near the area of development. Sparse stands of willows can be found along portions of the creek providing some cover and food for wildlife.

2.9 ARCHAEOLOGY. There has been little archaeological research in the Orcutt area, with the exception of a few examinations of small properties in conjunction with past Environmental Impact Reports. This lack of past professional archaeological study is reflected in the absence of any officially recorded archaeological or historic sites in the same area. This is not unusual in that only an estimated 5 to 10 percent of Santa Barbara County has been adequately inventoried for such cultural resources.

A literature and records search performed for the greater Orcutt area indicated the presence of two, possibly three, Chumash Indian Villages, as well as a nineteenth century pioneer community. None of these sites have been officially recorded with the local clearinghouse of the California Department of Parks and Recreation. An archaeological analysis of the Orcutt area is presented in Appendix D-3.

2.10 AIRPORT SAFETY. A land use hazard to development within the airport protection zone is safety to the future residents. Though development, according to type, may be allowed within this zone, it should be made clear that there are safety risks to be considered. The protective zones have been established by the Santa Maria Public Airport District to note areas of increased accident risk. Air travel accidents are uncommon, but do exist and existing development policy should be enforced.

3. DISCUSSION OF CUMULATIVE REGIONAL IMPACTS

3.1 REGIONAL IMPACTS FOUND NOT TO BE SIGNIFICANT

COMMUNITY SERVICES: SCHOOLS. The Orcutt Union School currently has the capacity to serve residential developments under review for the Orcutt area. There are usually more school age children per dwelling unit in single family residences than in mobile home parks and condominiums. Enrollments in these schools should remain below their respective capacities. The district recently performed a study

plant will operate at 78 percent of capacity. An application to expand the treatment capacity of the plant must be made when 75 percent utilization of the current capacity is realized. Thus, such an application would be required when the cumulative impacts of the proposed projects are considered.

TABLE 10. WASTEWATER EFFLUENT PROJECTIONS: LAGUNA COUNTY SANITATION DISTRICT

	1978[4]	1980	1985	1990	2000	2020
Number of Orcutt Households (estimated)[1]	6119	7270	8310	8730	9600	9900
Number of Orcutt Households Connected to Laguna County Sanitation District Plan[2]	5153	6300	7340	7760	8630	8930
Projected Wastewater Effluent (mgd) to be Treated by Laguna County Sanitation District Plant[3]	1.59	1.89	2.20	2.32	2.59	2.68

1 Troups, 1978, p. III-41.

2 Orcutt households connected to the plant equals 970 units less than total households because of approximately 820 Orcutt residential units connected to the Santa Maria Wastewater Treatment Plant and approximately 150 Orcutt residential units connected to septic tanks.

3 Based on an estimate of 300 gallons per day (gpd) per household unit. This estimate allows for a proportional amount of commercial wastewater generation per household unit. This estimate could be reduced if the county water saving program proves effective.

4 Actual (Bugh, 1978).

All treated effluent from the plant is purchased by a local farmer for cropland irrigation near the plant. The farmer has a continuing agreement to dispose of the water in compliance with Regional Water Quality Control Board standards. This disposal method is efficient and historically has yielded no significant operational problems. Studies conducted by the district, and substantiated by groundwater quality data, indicate deep percolation from the disposal operation is minimal because of a continuous hardpan layer in the area. The district has a continual monitoring program in effect (Landress, 1978). The farmer has additional acreage for irrigated agricultural development, so that the present disposal practice is expected to continue (Bugh, 1978).

problems in providing service to the proposed projects. Telephone lines are extended from existing adjacent lines or from the central office at the developer's expense. All new lines will be underground with new subdivision. The cumulative development proposed may require new cables leading from the central office (Cole, 1978).

COMMUNITY SERVICES: MEDICAL CARE. Increased populations in Santa Maria and in Orcutt will place greater demand on facilities at Valley Community Hospital.

COMMUNITY SERVICES: SOLID WASTE COLLECTION AND DISPOSAL. The proposed developments will add to the solid waste collection and disposal requirements of the Orcutt area. The Valley Garbage and Rubbish Company foresees no problems in collecting this additional refuse. No additional staff or facilities should be required, although some changes in collection routes may be necessary (Matheny, 1979). Although the present landfill site was expected to accommodate two percent growth rate and have a 30 year life expectancy, accelerated growth rates in the Orcutt area are not expected to significantly affect the landfill operation, as recent practices of making hills instead of level surfaces in the landfill have extended its capacity (Martin, 1979).

COMMUNITY SERVICES: POLICE PROTECTION. Future residential development in the Orcutt area will incrementally increase the number of calls for police service. Based on the existing level of service for the County of Santa Barbara of one officer per 1250 residents, approximately 2.3 officers would be required to serve the thirteen proposed developments. The Sheriff's Department has indicated this increased work load will not constitute a hardship to the Department (Hersman, 1979). However, cumulative development may require additional staff and facilities. The California Highway Patrol foresees no problems in providing traffic control if the project is implemented (Hathaway, 1978).

COMMUNITY SERVICES: WASTEWATER TREATMENT. Capacity at the Laguna County Sanitation District Wastewater Treatment plant (2.4 mgd) will be reached in the early 1990's, based on present projections illustrated in Table 10 (Bugh, 1978). With full buildout of the thirteen Orcutt residential projects as proposed (and the proposed Orcutt 4 and Orcutt 6 projects), the treatment

3.2 REGIONAL IMPACTS FOUND TO BE SIGNIFICANT

NOISE. Increases in traffic volumes on roadways in the Orcutt area are projected to occur as development continues. As a result, increases in the noise levels emanating from these roadways will also occur. For the near term forecast year of 1981, Table 4 presents the distance from selected segments of major roadways in the Orcutt area which represent the projected 60 Ldn level zone. Note those roadways which will carry significant portions of the newly generated trips (such as Clark Avenue, Orcutt Expressway) will also experience the greatest increases in land area exposed to roadway noise levels above 60 Ldn.

Long term future roadway noise levels in the Orcutt area are difficult to predict because the distribution of new residential development in the Orcutt area is uncertain. Additionally, the noise emitted from motor vehicles (primarily from trucks) in the future may be lower, assuming the stated effectiveness of state legislation mandating quieter vehicles. Increases in traffic by 1995 (including traffic from presently proposed projects) in Orcutt may result in as much as a 50 percent increase in the amount of land exposed to roadway noise above 60 Ldn (assuming no mitigation of noise, such as from noise barriers). If state legislation requiring quieter vehicles is effective, areawide noise levels could increase only slightly above existing conditions.

Future aircraft operations at Santa Maria Public Airport are expected to increase in response to the continued development in the Orcutt and Santa Maria areas. This will not necessarily result in increased cumulative noise levels (as expressed using the CNEL scale) because federal noise regulations require that future jet aircraft be quieter than most jet aircraft currently in service; however, more frequent operations, even if single event noise levels are lower, may cause increased dissatisfaction and annoyance by residents exposed to the aircraft noise. Especially, if new residential units would be constructed in the proposed Aircraft Protective Zone, serious complaints regarding aircraft noise could be expected. Depending on the closeness of a potential development to the airport and the Runway 30 centerline, and the increase in jet aircraft operations at the airport (at least four daily commercial jet operations are expected in the future), the potential for concerted action by the community would increase. Increases in aviation (propeller)

BIOLOGY. Residential development of the Orcutt area will largely replace existing grassland habitat with structures and landscaping. However, the existing grassland is largely composed of introduced vegetation and does not constitute a unique or sensitive plant community. The number and diversity of native plants that presently are found in the Orcutt area will decline through: (1) direct removal of vegetation and replacement with buildings and roadways, (2) the introduction of ornamental vegetation used in landscaping, and (3) the unintentional introduction of exotic intrusives into remaining natural habitat. Exotic plants used in landscaping typically require the use of pesticides, fertilizers, and irrigation, unlike existing naturalized plants. Project plans that call for preservation of existing trees may retain good examples of these species. However, the preservation of eucalyptus trees can be hazardous to nearby structures through limbfall and precludes replacement by native trees that typically are of higher habitat value.

Because the Orcutt area is of low habitat value and contains no rare or endangered wildlife, the California Department of Fish and Game does not oppose development of this area (Fordice, 1976). However, the number and diversity of the common types of wildlife inhabiting the area will probably decrease as a result of development. Small mammals and reptiles will be adversely impacted by: (1) a reduction of groundcover, (2) decreased food sources, and (3) an increase in predatory domestic pets. Native predators that may visit the area at present will be displaced to surrounding areas because of a reduction of prey and general human disturbances (e.g., increased noise, blockage of migration routes). The number of songbirds may increase as a result of habitat establishment through the planting of trees and shrubs.

Cumulative development may have significant effects on surrounding natural habitats. Biota most susceptible to destruction include rare and endangered plants and animals, wildlife which is sensitive to human activities, and unique or delicate plant communities. The locations of unusual or delicate habitats in the Santa Maria and Orcutt vicinity are shown in the Conservation Element of the Santa Barbara County General Plan. Fauna in surrounding areas may be adversely affected by human uses of natural open space that are incompatible with habitat values (e.g., off road vehicle use) and increased competition for food through displacement of species from newly developed areas.

By 1998 additional residents will occupy a total of approximately 9180 new dwelling units in the Santa Maria/Orcutt area. These new residents will generate over 440,000 vehicle miles of travel daily in the Santa Maria Valley. By 1998 the level of construction activity will subside slightly from that experienced in 1983 as the area nears complete development. The effects on regional air quality of the cumulative additional residential development of the Santa Maria/Orcutt area in 1998 will be:

(a) Contribution of approximately 14 percent, 5.8 percent, and 3.6 percent of the total Santa Maria Valley emissions of CO, nitrogen oxides, and reactive hydrocarbons, respectively. Most CO, reactive hydrocarbons, and nitrogen oxides emissions will result from generated traffic; most emissions of TSP will result from soil redistribution during construction. Table 1 summarizes emissions of air pollutants.

(b) Contribution of approximately 0.010 to the maximum hourly average oxidant concentration in the Santa Maria Valley. The year 1998 maximum hourly oxidant level is forecast as 0.10 ppm in the Santa Maria Valley, indicative of nonattainment of the NAAQS in 1998.

Residential development in the Santa Maria/Orcutt area will induce the growth of supporting facilities (commercial and employment centers) in the Santa Maria Valley. Consideration of total growth in the Santa Maria Valley is essential to forecasting regional air pollutant emissions and concentrations. Based in part upon population growth and employment growth in various industries, the California Air Resources Board (ARB) forecast emissions of several air pollutants in Santa Barbara County for various target years. The Santa Barbara County APCD made similar projections of Santa Maria Valley emissions. The following summarizes the implications of the California ARB emissions forecasts, with respect to the air quality of the Santa Maria Valley, the Santa Barbara County APCD emissions forecasts, and the nitrogen oxides linear rollback model. (The nitrogen oxides linear rollback model determines a maximum hourly average oxidant level in Santa Barbara County.)

aircraft operations may increasingly become an issue because these aircraft are not confined to set flight paths as are commercial aircraft.

AIR QUALITY. Anticipated residential development in the Orcutt area will cause further cumulative impacts to regional air quality in 1982 and beyond. By 1983 additional residents will occupy a total of approximately 3200 new dwelling units and will generate 146,000 vehicle miles of travel daily. Construction will demonstrate a commensurate level of activity. The cumulative effects of residential development on regional air quality in Orcutt in 1983 are summarized below.

(a) Cumulative additional residential development in 1983 will contribute approximately 10.6 percent and 6.0 percent of the total Santa Maria Valley emissions of carbon monoxide (CO) and nitrogen oxides, respectively. Generated traffic is the major source of these emissions, as summarized in Table 1.

(b) Related construction activities in 1983 will comprise approximately 185 percent and 6.3 percent of the total Santa Maria Valley emissions of Total Suspended Particulates (TSP) and nitrogen oxides, respectively. The calculated TSP emission estimate greatly exceeds that of APCD, which was based on an annual two percent growth rate from a baseline of 1974. The actual growth rate in the Santa Maria area is approaching 20 percent. Soil redistribution is the principal source of TSP emission during construction. Diesel equipment is the principal source of nitrogen oxides emitted during construction.

(c) In 1983, cumulative additional residential development will contribute negligible (0.006 ppm) to the maximum hourly average oxidant concentration.

(d) With suitable mitigation measures, control of construction related emission of TSP is possible, resulting in less severe impairment of local air quality.

documented as having existed in the greater Orcutt area by Applegate (1975) and others. The ruins of the 19th century pioneer community of La Graciosa, an early settlement in the Santa Maria Valley, reportedly exist in the foothills on the southern edge of Orcutt. Therefore, any of these sites as well as earlier settlements and a network of secondary sites serving the major communities could be expected to exist within the area which at one time was well watered with streams and lakes which would have been attractive to earlier inhabitants.

Further evidence for the existence of archaeological sites in and around Orcutt has been shown by local students and collectors. A full range of artifacts from arrowheads to stone mortars has been collected from the Santa Maria Airport to the Solomon Hills on the southern edge of Orcutt, and from Guadalupe to Sisquoc with many of the finds having been made in the immediate Orcutt area. A prehistoric cemetery was destroyed a few years ago during construction of a residential tract somewhere between the Oak Knolls section of Orcutt and Waller Park to the northwest. In light of this information, it is reasonable to expect the discovery of previously unrecorded cultural resources in the Orcutt area. Proper procedure at construction sites to monitor subsurface operations can readily mitigate the potential loss of archaeological resources in the future.

FIRE PROTECTION. Residential development of the Orcutt area will increase the fire emergency incident response lead, fire prevention investigation activity, and first aid and rescue response load of the Santa Barbara County Fire Department. Facilities and staff at the Santa Maria Airport station are not adequate to meet this increased responsibility. Fire department response to the study area would render equipment unavailable to the airport and other service areas. The 15 minute response time from the two backup stations is greater than the county's acceptable maximum response time of five minutes. Thus, the department feels it cannot adequately serve the proposed development in the Orcutt area with existing facilities.

The Fire Department position regarding additional facilities is that the developers should bear the total costs of land, structures, and possibly equipment and staff for a new station in the area of Clark Avenue and Bradley Road or Clark Avenue and U.S. Highway 101. (The developer of the Tiffany Park subdivision has agreed to provide a lot within that development to the county for

(a) Emission of reactive hydrocarbons will increase rapidly in Santa Barbara County after 1980, because of an expanding petroleum production industry. (Refer to Table 1.)

(b) Industrial combustion of fossil fuels will add to the nitrogen oxides and sulfur dioxide loading of Santa Barbara County between the present and 1998.

(c) Increased nitrogen oxides emissions in Santa Barbara County, measured from the base year 1976, is correlated with increased maximum hourly average oxidant levels in 1998. The linear rollback model calculations show maximum hourly average oxidant concentrations in Santa Barbara County of 0.17 ppm in 1982 and 0.21 ppm in 1998. (The maximum hourly average oxidant level in Santa Barbara County in 1977 was 0.17 ppm.)

(d) Increased sulfur dioxide emission in Santa Barbara County, measured from the base year 1976, will increase sulfate levels by an unknown amount. (The maximum 24 hour average sulfates level in 1977 was 23.3 $\mu g/m^3$.)

(e) Reduced nitrogen oxides and hydrocarbon emissions in the Santa Maria Valley, measured from the base year 1976, is correlated with reduced oxidant concentration in the Santa Maria Valley in the future. However, the maximum hourly average oxidant level will probably remain above 0.10 ppm in the valley through 1998. (The current NAAQA for oxidant is 0.08 ppm during one hour.)

(f) Reduced sulfur dioxide amission in the Santa Maria Valley, measured from the base year 1976, should also be correlated with reduced sulfate levels in the future. (The maximum 24 hour sulfate level in Santa Maria in 1977 was 16.9 $\mu g/m^3$.)

ARCHAEOLOGY. The Orcutt area was occupied during late prehistoric and historic times by groups of Chumash Indians and was probably inhabited thousands of years earlier by their ancestors or other peoples. Three Chumash Villages are

berg Air Force Base and Orcutt, and five percent to U.S. Highway 101 between the City of Santa Barbara metropolitan area and Orcutt. The remaining 10 percent of forecast one way trips are allocated to the local Orcutt circulation system. The second criterion is travel convenience and travel time. On the basis of travel time and convenience, forecast one way trips are distributed on local roadways in Orcutt's circulation system.

In 1982, the projected 3200 additional dwelling units in Orcutt will generate approximately 28,800 one way trips daily and 3600 one way trips during peak hours of traffic. Table 11 summarizes the distribution of 1982 traffic in the form of projected average daily and peak hour volumes of traffic on the specified roadways.

Roads with considerable capacity at present will easily accommodate the forecast additional traffic. Levels of service shown in Table 3 are approximately indicative of traffic flow conditions in Orcutt in 1982. State Highway 135 (Broadway), already at level of service D in Santa Maria, will experience further congestion unless the Miller Street extension is constructed. Foster Road will have a markedly reduced level of service in 1982, without the construction of the proposed east-west expressway south of Foster Road. Additional left turn maneuvers by northbound vehicles on Bradley Road entering Santa Maria Way would cause congestion and diminish safety at this intersection, if traffic signals are not installed. The intersections of Foster Road/Orcutt Expressway, Bradley Road/Foster Road, Clark Avenue/Orcutt Expressway offramps, and other major intersections in the Orcutt circulation system will be required to accommodate future additions of vehicles, including those making left turns. Improved accommodation of projected future traffic volumes at major intersections will require varied degrees of added signals, signal retiming, and additional left turn protection. In addition, intersections of arterial roadways with new residential streets will require stop signs or signals with left turn protection depending on the amount and directional split of traffic entering these intersections. In general, the number of new intersections with signals at arterial roadways or expressways (such as Clark Avenue or State Highway 135) should be limited, so that the arterial roadway levels of service can be acceptably maintained.

a fire station, on a lease back/option to buy agreement.) To maintain this station, the Fire Department wishes to charge the developer a fee of $400 per residential lot. This practice is similar to one recently adopted in Los Angeles County (Hunt, 1979). Within the proposed subdivisions, the design and location of hydrants and associated water mains, and water pressure must be in conformity with standards required by the Fire Department and approved by the California Cities Water Company.

TRAFFIC. The purpose of this circulation and traffic analysis was to determine the near term regional traffic impacts associated with cumulative residential development in the Orcutt area. In the traffic analysis, near term was taken to mean the year 1982. The methodology of the traffic analysis was first to determine traffic growth, second to determine traffic distribution on the 1982 roadway system, and third to assess the ability of the 1982 roadway system to accommodate the additional traffic. Three sources of traffic growth identified in the regional analysis include the cumulative residential development in Orcutt, residential and other development in Santa Maria (source of traffic growth on State Highway 135), and general development in California (source of traffic growth on U.S. Highway 101).

In the circulation and traffic impact analysis the assumptions that apply in 1982 may not necessarily apply in 1996. Analysis of traffic distribution depends upon assumptions concerning demographic variables such as employment opportunity as well as the transportation system itself. If Orcutt develops a commercial/business base that rivals that of Santa Maria, a smaller percentage of trips may be directed outside of Orcutt. The extension of Miller Street or construction of an east/west expressway south of Foster Road would alter the traffic distribution. Trip generation per capita may be highly responsive to fuel shortages and the availability of fixed route bus systems in the future. Average trip lengths may also decrease in response to future fuel availability and cost.

Two criteria determine the distribution of daily trips originating or terminating at residential projects. The first is the availability of employment, commercial, and recreational centers. Based upon this criterion, approximately 70 percent of the forecast one way trips are allocated to the Orcutt Expressway between Santa Maria and Orcutt, 15 percent to State Highway 135 between Vanden-

Additional residential development in Orcutt in the amount of 3200 new dwelling units by 1982 will require new residential streets with curbs, gutters, and in many cases, sidewalks. The added streets will total almost 25 miles in 1982, and approximately 170 acres of covered surface area (including land covered with streets, curbs, gutters, sidewalks, and driveways). While most of this roadway construction is needed to provide adequate circulation for additional residents in Orcutt, some savings in roadway construction would result from clustered development as opposed to conventional residential development. Such savings do not produce a direct beneficial effect on traffic circulation, but they do benefit energy conservation, stormwater runoff reduction, and the transportation facility maintenance budget.

ENERGY. Table 12 summarizes the projected annual energy consumption (in billions of British Thermal Units) associated with additional residential development in Orcutt. (The British Thermal Unit or BTU is a unit of energy defined as the amount of heat required to raise the temperature of one pound of water one degree Fahrenheit.) An indicated in Table 13, clustered single family developments would yield significant savings, in the energy costs of building construction and site development, over conventional single family developments.

Table 13 was based in part upon natural gas and electricity consumption forecasts presented in Table 14. This table accounts for several variable factors that will influence future residential energy consumption. These variable factors are listed below:

(a) Increasing costs of electricity and natural gas.
(b) Depleted resources of natural gas.
(c) New energy efficient appliances (with EER tags).
(d) State energy standards for residential buildings.
(e) Federal minimum gasoline mileage requirements.
(f) Market penetration of solar heating systems.
(g) Tax incentives to insulate older homes.
(h) Tax incentives to install solar heating systems.

TABLE 11. PROJECTED 1982 AVERAGE DAILY AND PEAK HOUR TRAFFIC VOLUMES ON SANTA MARIA/ORCUTT ROADWAYS

ROADWAY	LOCATION		LEVEL OF SERVICE	AVERAGE DAILY TRAFFIC	PEAK HOUR VOLUMES
U.S. Highway 101	Clark Avenue	S	A	18,000	3,100
		N	A	23,000	3,700
	Santa Maria Way	N	A	23,000	3,400
State Highway 135	Clark Avenue	S	A	10,800	1,400
(Orcutt Expressway)		N	C	19,000	2,600
	Foster Road	N	D	25,400	3,000
	Santa Maria Way	N	E	35,800	3,600
Santa Maria Way	Bradley Road	N	A	13,100	1,600
Bradley Road	Clark Avenue	N	A	9,000	1,100
	Foster Road	N	C	9,300	1,100
Clark Avenue	Orcutt Expressway	W	A	8,500	1,000
		E	B	12,000	1,400
	Bradley Road	E	B	11,000	1,300
	Stilwell Road	E	B	9,000	1,000
Foster Road	Orcutt Expressway	E	D	5,200	600

Source: Earth Metrics Incorporated, 1978

TABLE 13. RELATIVE ENERGY INPUTS PER RESIDENTIAL UNIT IN 1982

UNIT TYPE	AREA (SQ. FT.)	NATURAL GAS	ELECTRICITY	SITE DEVELOPMENT	BUILDING CONSTRUCTION	SITE IMPROVEMENTS MAINTENANCE
Single Family Conventional	1600	1.00	1.00	1.00	1.00	1.00
Single Family Clustered	1600	1.00	1.00	0.74	1.00	1.02
Townhouse Clustered	1200	0.67	0.60	0.54	0.51	0.88
Walk up Apartment	1000	0.51	0.75	0.36	0.42	0.82
High Rise Apartment	900	0.42	1.05	0.20	0.66	0.67

Source: Earth Metrics Incorporated, 1978, and Contra Costa County Planning Department, 1976.

TABLE 12. PROJECTED ANNUAL ENERGY CONSUMPTION (BILLION BTU) ASSOCIATED WITH ADDITIONAL RESIDENTIAL DEVELOPMENT IN ORCUTT

	AREA OF ENERGY CONSUMPTION	YEAR END	1982		1987		1992	
		UNITS CONSTRUCTED ANNUALLY	640		400		200	
		CUMULATIVE ADDED UNITS	3200		5200		6200	
		ALTERNATIVE[a]	I	II	I	II	I	II
0	Gasoline[b]		251.78	251.78	342.19	342.19	408.00	408.00
1	Electricity		83.85	83.85	151.43	151.43	200.43	200.43
2	Natural Gas		253.46	253.46	270.74	270.74	229.07	229.07
3	Maintenance & Operation of Site Improvements		20.92	21.28	34.00	34.57	40.53	41.23
	SUBTOTAL (1-3)		358.23	358.59	456.17	456.74	470.03	470.73
4	Building Construction		860.94	673.00	538.08	420.62	269.05	210.31
5	Site Development		227.74	174.21	142.34	108.88	71.17	54.44
	SUBTOTAL (4-5)		1088.68	847.21	680.42	529.50	340.22	264.75
	GRAND TOTAL (0-6)		1698.69	1457.58	1478.78	1328.43	1218.25	1143.48

[a] Alternative I: 35 percent conventional single family development and 15 percent multiple family development
Alternative II: 85 percent clustered single family development and 15 percent multiple family development

[b] One gallon of gasoline produces approximately 138,100 British Thermal Units (BTU)

Source: Earth Metrics Incorporated, 1978

The relative energy consumption caused by various types of residential development are shown in Table 13. Residential housing types are portrayed in Figure 4.

SOCIOECONOMICS: POPULATION. The Santa Barbara County Planning Department is responsible for developing population projections applicable to the Orcutt area. In 1973, the county projected population figures through the year 2000. More recent projections were developed by the firm of Gruen and Gruen (1974) for an economic base study for the Santa Maria Redevelopment Project. Population was projected through 1985 based on a simple regression analysis between historic employment and population levels. The formula used is as follows: Total Population = (1.17 x Total Employment) + 1975 Employment. The Toups Corporation, using these figures as a base, made additional population estimates through the year 2000 in the East Orcutt Joint Project EIR. These projections were based on the proposed Comprehensive Plan for Santa Barbara County. A summary of both of these projections is given in Table 15. Annual population growth rates expected from these projections are listed in Table 16.

Three important points should be applied to this table in review of its information. First, the high rate of growth for Orcutt in comparison to Santa Maria for 1980-1985 is attributable to employment generated by the Milestone Missile and Space Shuttle programs at Vandenberg Air Force Base. If these programs are delayed, this bulge in population figures would be shifted to a later date. Second, the forecast for less growth within no water moratorium may seem puzzling, but is explained by analyzing events in the south county area. As the water moratorium affects south county more than the north, a lifting of the moratorium would permit more rapid growth in the south, thereby lessening growth pressures in the north. Third, and most significant, the forecasts were based on the purchasing power of individuals in 1974, 1975, and 1976. Rapidly escalating housing prices in recent years have altered the capability of people to buy homes. This is demonstrated by the fact that in the south coast area of the county only 25 percent of the residents currently having vested interest in property could qualify for a $70,000 loan (considered a minimum to purchase a residence) and only five percent of the renters could so qualify (Pauley, 1979). The rapid increase in interest rates which have recently occurred will further exacerbate this situation.

TABLE 14. SUMMARY OF NATURAL GAS AND ELECTRICITY RESIDENTIAL USAGE FACTORS FOR SANTA BARBARA COUNTY IN 1977, 1982, 1987, AND 1992 (ENERGY UNIT PER DWELLING HOUSEHOLD)

EXISTING DEVELOPMENT	ELECTRICITY (KWH)				NATURAL GAS (MCF)			
	1977	1982	1987	1992	1977	1982	1987	1992
Single Family Unit	7,300	8,400	9,600	11,000	129	109	92	79
Multiple Family Unit	4,800	5,500	6,300	7,200	61	51	43	37
New Development*								
Single Family Unit	7,300	8,100	9,000	10,000	129	82	53	37
Multiple Family Unit	4,800	5,300	5,900	6,500	61	47	36	29

KWH: One kilowatt hour is equivalent of 3412 British Thermal Units (BTU).
MCF: One thousand cubic feet of natural gas creates 1.032 million BTU.

* Residential units built after March 11, 1978.

Source: Earth Metrics Incorporated, 1978.

TABLE 15. POPULATION PROJECTIONS: SANTA MARIA/ORCUTT

	1970*	1975*	1980*	1985*	1990**	1995**	2000**
Santa Maria/ Orcutt	48,380	54,500	59,600	64,600	67,830	72,580	77,330

* Source: Gruen and Gruen, 1974, p. 19.
** Source; Toups, 1978, p. III-13.

TABLE 16. PROPOSED POPULATION GROWTH RATES: SANTA MARIA/ORCUTT AREA

	1970-5	1975-80	1980-5	1985-90	1990-5	1995-2000
Santa Maria/ Orcutt	2.25%	1.75%	1.50%	1.0%	1.25%	1.25%

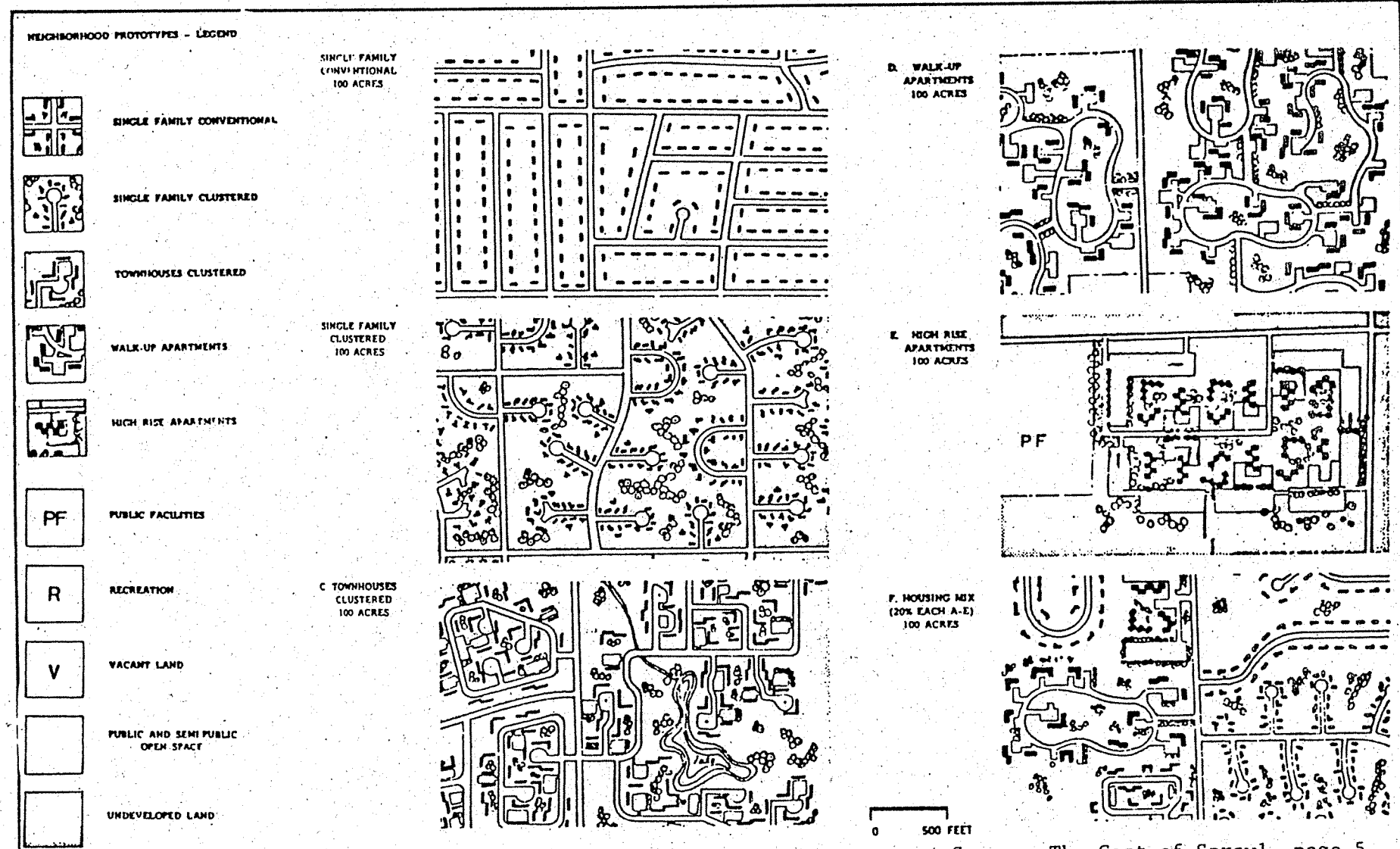
Source: Toups, 1978, p. III-13.

During 1978, the Comprehensive Plan Division of the Santa Barbara County Planning Department devised land use recommendations for the north county area; which are to be submitted to the Planning Commission in 1979. Population projections, tied to these specific land uses, were prepared in conjunction with these recommendations and are shown in Table 17.

TABLE 17. POPULATION PROJECTIONS: SANTA MARIA/ORCUTT (COMPREHENSIVE PLAN)

		WATER MORATORIUM THROUGH 1990		WATER MORATORIUM LIFTED 4/1/80	
	4/1/80	4985	1990	1985	1990
Orcutt	23,484	25,250	28,875	24,688	28,500
Santa Maria	38,563	39,203	41,125	38,828	40,828
Total	62,047	64,453	70,000	63,516	69,328

Source: Cliff Pauley, 1979.



Source: The Cost of Sprawl, page 5.

earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 4. RESIDENTIAL DEVELOPMENT PATTERNS

TABLE 18. HOUSEHOLD PROJECTIONS: SANTA MARIA/ORCUTT (TOUPS)

	1970*	1975*	1980*	1985*	1990	1995	2000
Santa Maria/ Orcutt	15,475	17,000	20,770	23,750	24,940	26,680	28,430

* Actual

Source: Toups, 1978, p. III-10.

TABLE 19. PROJECTIONS DEMAND FOR NEW HOUSING: SANTA MARIA/ORCUTT

TIME PERIOD	1978 to 80		1978 to 85		1978 to 2000	
VACANCY FACTOR	2%*	5%**	2%*	5%**	2%*	5%**
Santa Maria/ Orcutt	1560	2205	4610	5345	9390	10,270

* Assume continuation of existing conditions.
** Assume conditions indicative of a healthy market.

Source: Toups, 1978, p. III-14.

TABLE 20. PROJECTED ADDED HOUSEHOLDS: ORCUTT

Year End	1976	1982	1987	1992
Constructed Units/Year	-	640	400	200
Cumulative Added Units	5900	3200	5200	6200

Source: Earth Metrics, 1979.

A total of 6200 dwelling units added to 5900 present Orcutt housing units is predicted for growth before 1992 (see Table 18). This figure assumes a continuation of the current rate of growth in construction of new units. Assuming 2.8 persons per unit, a 1992 population of 37,500 could be expected from these assumptions. This is 32 percent higher than the most recent population projections of the Comprehensive Plan.

SOCIOECONOMICS: HOUSING. Housing projections through the year 2000 were developed by the Toups Corporation and are summarized in Table 18. Using these projections and taking into account the existing housing stock, the demand for new housing can be estimated. Table 19 gives the demand for housing units using two different housing vacancy rates, the two percent rate representing a continuation of existing conditions and the five percent rate using a vacancy factor indicative of a healthy housing market.

As the population projections being developed for the Comprehensive Plan (see Table 17) are somewhat similar to the Toups projection, the housing unit demand should be roughly equivalent. Differences in phasing and incremental growth in each five year period do exist, however, particularly in the period from the present to 1980, where the county figures are higher.

Household projections for additional constructed units by the year 1982, 1987, and 1992 were developed for this report to predict energy consumption (see Table 20). These projections are reproduced below for convenience. The projections were based upon the current growth rate for housing units.

According to the Toups projections (Table 18), approximately 5350 units are necessary to meet the demand for housing between now and 1985 to support projected population levels. This demand equates to a rate of approximately 670 residential units per year until 1985. After 1985 until the year 2000 approximately 330 units per year would be required to maintain an adequate housing stock.

The Space Shuttle Program at Vandenberg Air Force Base is expected to indirectly generate 834 jobs per year between 1979 and 1983 and 432 jobs per year between 1983 and 1990. These jobs, related to contracting services required by the program and support employees for increased activities, are expected to be filled by a ratio of 70% existing residents to 30% new residents (Toups, 1978, p. III-6). The Milestone Missile Program is also expected to generate jobs, but mostly of the temporary construction type. Growth in government employment is expected to be slight or may even decline at the municipal levels after the recent passage of the Jarvis Gann Initiative in June, 1978. In summary, the Santa Maria/Orcutt area expects to continue to experience an expanding labor market, at least through the year 1985. Note that Table 21 is independent of the Vandenberg Air Force Base activities.

3.3 REGIONAL UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

WATER SUPPLY. Future development in Santa Maria Valley will increase groundwater withdrawals over the entire basin, and the Orcutt Storage Unit in particular, if present growth projections are realized. By the year 2000, gross water demands on the groundwater basin are projected to reach 152,000 AFY, 84 percent (125,000 AFY) of which is attributable to agricultural extraction (SBCWA, 1977b, p. XI-3). This scenario would result in an annual overdraft for extractions of 42,000 AFY (twice the current rate) assuming overall groundwater returns of 29 percent and no supplemental water supply (either imported or locally developed) (SBCWA, 1977a, p. 5-7). If a supplemental water supply were available, the overdraft could be correspondingly reduced.

The Orcutt Storage Unit lies within the south central part of the Santa Maria Valley groundwater basin. Flow is largely unrestricted throughout the general area. The Orcutt Storage Unit is underlain by relatively high quality groundwater. Therefore, the impacts of development within the Orcutt area are considered separately, but within the overall framework of the Santa Maria Valley groundwater basin.

At the present time, over 6800 units in the Santa Maria/Orcutt area, are at some stage of development. At the present two percent vacancy rate it would take until mid 1992 to absorb these units with permanent residents. At a five percent vacancy factor, these units would not be filled until mid 1988.

With such a large number of residential units presently being considered for development in the Santa Maria/Orcutt area especially in Orcutt, the same over-building problem which occurred in the mid 1960's could occur again. It is not probable, however, that all of the units which have been proposed will be built immediately. Rather, these units should be allowed to develop through the next decade to insure that the new dwelling units can be marketed, landscaped and occupied in an orderly manner.

SOCIOECONOMICS: EMPLOYMENT. Overall growth of the employment level is expected in the Santa Maria/Orcutt area, as shown in the Table 21 employment forecasts.

TABLE 21. EMPLOYMENT FORECASTS FOR SANTA MARIA LABOR MARKET AREA

SECTOR	ACTUAL 1970	ESTIMATE 1975	ESTIMATE 1980	ESTIMATE 1985
Manufacturing	2800	3600	4400	5200
Service	4700	5500	6450	7350
Trade	5300	6740	7990	9220
Government	3100	3600	4100	4700
Finance, Insurance Real Estate	500	520	580	640
Other	5900	6730	7610	8250
TOTAL	22,300	26,740	31,130	35,360

Source: Gruen and Gruen, 1974, p. 6.

The information presented in Table 23 does not include the additional water demands generated by the Orcutt 6 projects (see 78-EIR-9) and the Orcutt 13 proposals (79-EIR-1). The estimated water demand from the Orcutt 13 proposed projects alone is expected to be 531 acre feet per year. This amount accounts for anticipated water savings associated with Santa Barbara County Ordinance 2948.

Viewed within a cumulative context, continued overdrafting of groundwater in the Santa Maria Valley must be considered significant. According to the Santa Barbara County Water Agency (1977a, p. S-8), the cumulative overdraft, in the absence of mitigation measures, would represent approximately 29 percent of the useable storage in the basin by the year 2000. The impact of groundwater usage associated with individual projects is particularly significant when viewed in a cumulative context with other projects proposed for the Orcutt area. The cumulative impacts will be most apparent in the Orcutt Storage Unit, which supplies virtually all of the domestic users of the Santa Maria metropolitan area with their domestic water supply. These impacts are significant enough to deserve serious attention by local and state planning agencies. The impacts could be significant enough, either on an individual project or cumulative basis, to warrant prohibition of reasonable growth in the area, if regional water resources development projects are not undertaken to mitigate the overdraft situation in the groundwater basin.

WATER QUALITY. Water quality in the Santa Maria basin is projected to deteriorate slightly as the rate of salt buildup increases (SBCWA, 1977b, p. XI-4). Sources of salt include surface runoff, precipitation, municipal and industrial accretions, and agricultural return flows. Net salt additions to the basin totaled about 48,500 tons per year under 1975 conditions. This amount is expected to increase to 56,600 tons per year by 2000, assuming no supplemental sources of water. Historical records indicate that water quality in the Orcutt area has not deteriorated except for a minor increase in nitrate concentration, suggesting water pollution from recharge sources such as return flows from irrigated agriculture (Toups, 1976, p. 106).

Using Table 22 and the number of dwelling units and the number of persons per dwelling unit, total water demand of individual projects can be easily evaluated. The resulting calculation allows projects to be evaluated on an individual basis and within a cumulative context (see each of the site specific studies).

TABLE 22. ESTIMATED WATER DEMAND RATES (GALLONS PER CAPITA PER DAY)

TYPE OF UNITS	DEMAND	
	gpcd[1]	gpcd[2]
Mobile homes	67	57
Fourplexes	100	85
Duplexes	100	85
Apartments	100	85
Single family homes	200	170

[1] Assuming no water conservation devices.
[2] Assuming a 15 percent reduction from water saving devices

Water demand in the Orcutt area is expected to increase by 59 percent over 1975 levels by the year 2000. Table 23 shows the present and projected future water demands of the Orcutt area. The data indicate a significant increase in water demand for municipal, industrial and irrigated agricultural uses.

TABLE 23. PRESENT AND FUTURE WATER DEMANDS IN THE ORCUTT AREA[a] (ACRE FEET)

	1975	1980	1985	1990	2000	2020
Municipal and Industrial	11,100	12,200[b]	13,200[b]	13,200[b]	15,800[b]	16,800[b]
Irrigated Agriculture	3,000	4,200	5,500	6,500	6,600	6,700
TOTAL	14,100	16,400	18,700	20,400	22,400	23,500

[a] Orcutt storage unit plus irrigated agricultural area to the east.

[b] Calculated on the basis that future demand would maintain the same ratio to total pumpage that existed in 1975.

Source: Toups, 1978, p. III-32.

unusually rainy, and May through October are dry. Temperatures are mild year round, owing to the moderating effect of the Pacific Ocean and inland circulation of marine air. Winds from the west and northwest prevail because of large scale meteorological features. California lies within the zone of midlatitude prevailing westerlies in winter, and on the eastern edge of the semipermanent Pacific high pressure center in summer. In fact, weakening and movement south of the Pacific High in winter allows the passage of storms, marking the beginning of the rainy season. Modifications of the general climatic characteristics of the air basin result from variations in distance inland from the Pacific Ocean, elevation, and local topographical features.

The air quality of a particular environment depends upon the balance of air pollutant emissions and the meteorological and topographical dispersion characteristics of an airshed. To assess air quality, the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) established ambient air quality standards (refer to Table 24). Each air contaminant has harmful effects that the EPA and the ARB have considered in development of the standards (Table 25).

The Clean Air Act Amendments of 1977 designate portions of the South Central Coast Air basin as nonattainment areas for the National Ambient Air Quality Standards (NAAQS). Nonattainment areas are those zones which, on the basis of past air monitoring data, show chronic violations of the primary or secondary NAAQS. The entire South Central Coast air basin is a nonattainment area for oxidant; Santa Barbara County is a nonattainment area for oxidant and its southern coastal strip is also a nonattainment area for particulates; the City of Santa Barbara is a nonattainment area for oxidant, total suspended particulates, and carbon monoxide (Laird, 1978).

OXIDANT. Oxidant is the designation used to describe photochemical air contaminants. Photochemical air pollution results from chemical reactions in the atmosphere between nitrogen oxides and reactive (non methane) hydrocarbons under the incidence of intense solar radiation. Ozone is the principal oxidant in California's air; nitrogen oxides and peroxyacetylnitrate (PAN) are among the others. Table 26 summarizes the air quality record of the Santa Barbara County portion of the South Central Coast air basin with respect to oxidant.

Increased pumpage of groundwater in the Orcutt area will cause an enlargement and deepening of the cones of depression in the groundwater, allowing recharge from surrounding areas. Sources of the recharge water include area to the north and northeast where water quality ranges from little or no degradation up to 1000 parts per million total dissolved solids and areas to the northwest where present TDS levels are at approximately 1500 parts per million and are expected to increase (Toups, 1978, p. IX-52). Extensive analysis by Toups (1978) indicates that at least some of the future recharge to the Orcutt area will come from the north and northwest where water quality has already been significantly degraded.

It is important to note that recharge areas to the east and south of the Orcutt area are limited by recharge capabilities and can now be considered to be contributing to the full extent of their capability (Toups, 1978, p. III-39). Considering the future enlarged cones of depression and the fact that no physical barriers exist to control horizontal movement of groundwater (except for the permeability of the sediments), one concludes that some inflow will occur from areas containing degraded water. Because of the lack of data to support the necessary assumptions used in making flow net calculations, the timing and rate of recharge of the degraded water cannot be precisely quantified (Toups, 1978, p. III-40). The Toups report indicates that depending upon the direction of future recharge in the Orcutt Storage Unit, the quality of water pumped from this storage unit could deteriorate to a range of 800 to 1000 ppm total dissolved solids (TDS). The higher value of 1000 ppm in total dissolved solids represents the upper limit allowable in drinking water, as established by the California State Department of Health.

Another potential source of groundwater degradation is intrusion of seawater into fresh groundwater aquifers. Seawater intrusion occurs as a result of decreases in the hydraulic gradient of fresh groundwater. No apparent seawater intrusion has occurred to date (SGS, 1977, p. 26).

4. TECHNICAL APPENDICES

4.1 METEOROLOGY AND AIR QUALITY. The climate of the South Central Coast air basin, containing San Luis Obispo, Ventura, and Santa Barbara Counties, is a Mediterranean type of climate. The months of November through April are

TABLE 25. STANDARDS RATIONALE

POLLUTANT	SOURCE	POTENTIAL PROBLEM LOCATIONS	REASONS FOR STANDARDS[1]
Oxidant (Ozone)	Photochemical reaction of hydrocarbons and nitrogen oxides.	Regional	Protect against respiratory diseases, and nasal/eye irritation. Prevent plant growth retardation. Curtail deterioration of materials.
NO_2	High temperature combustion of fossil fuels, including home heating.	Regional	Protect against respiratory diseases and plant growth retardation. Limit ozone formation. Reduce visible haze.
CO	Motor vehicles and other combustion sources.	Local strip on leeward side of major highways.	Prevent occurrence of carboxyhemoglobin in the blood of two percent or more.
SO_2	Coal, fuel oil, petroleum combusting and refining.	Regionally and at points downwind of major industrial (oil refining) sources under stagnant weather conditions.	Prevent increased mortality, upper and lower respiratory infections in children, and bronchitis. Prevent synergistic effects with TSP and oxidant. Prevent odor.
TSP	Aircraft, motor vehicles, agriculture, construction.	Regionally and acutely in vicinity of airports, plowing and soil redistribution activities.	Prevent direct injury to the lung and deep penetration of toxic substances. Prevent clogging of plant tissues and growth retardation. Curtail damage from corrosion and soiling.
Lead (Pb)	Component of TSP from leaded gasoline and industrial processes.	Vicinity of certain industrial processes.	Prevent anemia and possible impairment of fertility. Prevent genetic accumulation of blood lead levels in children.

TABLE 24. AMBIENT AIR QUALITY STANDARDS IN CALIFORNIA[1]

POLLUTANT	AVERAGING TIME	CONCENTRATION	AGENCY
Oxidant	1 hour	0.08 ppm	Federal
Carbon Monoxide (CO)	8 hours	9 ppm (10 mg/m^3)	Federal
	1 hour	35 ppm (40 mg/m^3)	Federal
Nitrogen Dioxide (NO_2)	1 hour	0.25 ppm	State
Sulfur Dioxide (SO_2)[2]	24 hours	0.04 ppm	State
Total Suspended Particulates (TSP)	Annual geometric mean	60 $\mu g/m^3$	State
	24 hours	100 $\mu g/m^3$	State
Lead (Pb)	30 days	1.5 $\mu g/m^3$	State
Sulfates	24 hours	25 $\mu g/m^3$	State
Non Methane Hydrocarbons (NMHC)	3 hours (6-9 a.m.)	0.24 ppm	State
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm	State
Visibility Reducing Particles	1 observation	In sufficient amount to reduce the prevailing visibility to less than 10 miles	State

1 This table was developed sc that the more stringent of the Federal or California air quality standard only is presented. Federal standards are not to be exceeded more than once per year; California standards are never to be equalled or exceeded.

2 Recently (September, 1977) the State Air Resources Board (ARB) adopted a new SO_2 air quality standard. The standard is 0.05 ppm during 24 hours in combination with oxidant levels over the State one hour standard of 0.10 ppm or particulate matter in excess of the State 24 hour standard of 100 $\mu g/m^3$. The new SO_2 standard was adopted to prevent the synergistic effects of combinations of these air pollutants on human health.

TABLE 26. NUMBER OF DAYS FEDERAL OXIDANT STANDARD WAS VIOLATED: AND MAXIMUM HOURLY LEVELS (PPM)

AIR MONITORING STATIONS IN SOUTH CENTRAL COAST AIR BASIN SANTA BARBARA COUNTY	WINTER			SPRING			SUMMER			FALL			ANNUAL		
	1975	1976	1977	1975	1976	1977	1975	1976	1977	1975	1976	1977	1975	1976	1977
Santa Maria (Main Street)	*	0	0	*	3	0	*	4	1	*	2	4	*	9	5
Santa Ynez Valley (Airport)	*	*	2	*	*	2	*	*	3	*	*	1	*	*	8
Santa Barbara (State Street)	0	1	1	0	6	2	2	12	7	3	4	5	5	23	15
Santa Barbara (Cathedral Oaks)	3	4	2	7	9	1	13	9	7	11	4	4	34	26	14
Goleta (Fairview Avenue)	*	2	2	0	9	3	13	9	9	8	9	7	*	29	21
MAXIMUM HOURLY LEVEL (ppm)	0.10	0.10	0.14	0.10	0.16	0.10	0.14	0.24	0.14	0.27	0.13	0.17	0.27	0.24	0.17

* Incomplete record

Source: Santa Barbara County Air Pollution Control District (APCD), 1978 Quarterly Report. Compiled from results of air monitoring performed by the Santa Barbara County APCD and the California ARB.

TABLE 25. (Continued). STANDARDS RATIONALE

POLLUTANT	SOURCE	POTENTIAL PROBLEM LOCATIONS	REASONS FOR STANDARDS[1]
Sulfates	Oxidation of SO_2 and other reaction mechanisms, some natural sources.	Regional	Prevent aggravation of respiratory illnesses and cardiopulmonary diseases. Limit vegetation and property damage, and visibility loss.
NMHC	Motor vehicles, refueling activities, industrial solvents and coating processes.	Urban areas -- the standard is exceeded by a factor of ten or more everyday.	Limit the production of oxidants in the atmosphere. Prevent leaf and flower abnormalities due to ethylene.[2]
H_2S	Crude oil refineries and sewage treatment plants.	Points downwind of certain industrial sources under stagnant weather conditions.	Prevent objectionable odor. (The severe health effects are not associated with ambient H_2S concentrations.)
Visibility-Reducing Particles	Oxidant (NO_2), construction sites, aircraft, industry.	Airports and region.	Protect visual aesthetics.

1 The standards are those of Table

2 The State has set two standards for ethylene in the ambient air; these are 0.1 ppm during eight hours and 0.5 ppm during one hour measured at ground level.

October), maximum 24 hour sulfate concentrations of 23.3 $\mu g/m^3$, and 19.5 $\mu g/m^3$, and 16.4 $\mu g/m^3$ occurred in Santa Barbara, Lompoc, and Santa Maria, respectively (Santa Barbara County APCD, 1977).

Regional meteorological and topographical dispersion characteristics coupled with sizeable emissions of nitrogen oxides and reactive hydrocarbons lead to high oxidant concentrations in the South Central Coast air basin. Intense solar radiation in the summer and early fall assists the formation of oxidant (ozone). Clear skies prevail approximately 80 percent of daylight hours in late summer. Only 60 to 80 days per year are overcast for half of the daylight hours or longer (ARB, 1975). Light winds and temperature inversions with low mixing heights are typical of the air basin, creating poor transport dispersion conditions for air contaminants. A termperature inversion occurs when a layer of warm air lies above a layer of cooler air. Temperature inversions provide effective lids for air pollutants that are emitted in or beneath them. In the presence of valleys, characteristic of local airsheds within the South Central Coast air basin, inversions form virtual containers in which air pollutants may accumulate and reside for up to several days. Compounding this scenario of oxidant formation and residence is the fact that inversions occurring in summer and early fall are more severe and more persistent than those occurring in winter. Table 27 summarizes inversion conditions of the region as experienced at Vandenberg Air Force Base in Santa Barbara County.

The Santa Maria/Orcutt study area is located in the Santa Maria Valley of Santa Barbara County at approximately 34° 56' north latitude and 120° 27' west longitude, at 240 feet above mean sea level. Bordered on the northeast by the Sierra Madre Mountains, on the southwest by the Casmalia Hills and Purisima Hills, and on the south east by the Solomon Hills, the Santa Maria Valley is a microclimatic zone and airshed in the South Central Coast air basin. The Santa Maria/Orcutt study area, located 1.24 miles inland, enjoys the moderating effect and marine influence of the Pacific Ocean.

Mean maximum temperatures in summer and winter are 71 degrees Fahrenheit ($^{\circ}$F) and 65° F, respectively. Mean minimum temperatures in summer and winter are 50°F and 41°F, respectively. Extreme high and low temperatures in the 30 years of record are 104° and 21° F (California ARB, 1975). In the Santa Maria/

TOTAL SUSPENDED PARTICULATES. Total suspended particulates (TSP) include airborne dust and other particles emitted directly from their sources. Both manmade and natural sources of TSP emissions influence the air quality of a region, although they may acutely degrade the air quality of nearby downwind sites. Generally, violations of the primary NAAQS for TSP (260 micrograms per cubic meter during 24 hours of 75 $\mu g/m^3$ annual geometric mean) indicate local impairment of air quality. In Santa Barbara County, violations of the federal primary TSP standard result from salty sea spray and sand dune dust made airborne by winds of 25 miles per hour or greater (Laird, 1978). Violations of the federal secondary TSP standard (150 micrograms per cubic meter during 24 hours or 60 $\mu g/m^3$ annual geometric mean) occur throughout the South Central Coast air basin, in major urban areas and less developed areas such as Santa Maria. In Santa Barbara County, stationary sources emit approximately 70 percent of TSP emissions, the mineral industry emitting 50 percent and agricultural operations 20 percent. Mining, natural sources, and windy conditions are the most probable cause of violations of the NAAQS for TSP (Laird, 1978).

CARBON MONOXIDE. Carbon monoxide (CO) is not a pollutant of regional concern. Motor vehicles account for over 75 percent of CO emissions in both the South Central Coast air basin and Santa Barbara County. Consequently, problem locations for CO are major urban areas and the leeward side of high volume roadways; (for example, the City of Santa Barbara and U.S. Highway 101).

SULFATES. Sulfates are photochemical aerosols, the formation of which is largely unknown, but which generally involves the oxidation of sulfur dioxide. Sulfates act synergistically with oxidant to irritate the human respiratory system. Although there is no NAAQS for sulfates, the California Air Resources Board (ARB) adopted in February 1976 a sulfates standard of 25 micrograms per cubic meter during 24 hours. The standard represents a critical harm level (the term used to describe the point at which serious harm occurs to susceptible individuals), not a threshold harm level (California ARB, 1976). In the South Central Coast air basin there are infrequent violations of the California standard for sulfates, a regional pollutant. Violations occurred on six days in 1975 and one day in 1976, with most violations taking place in Ventura County. In the photochemical air pollution season of 1977 (July through

Orcutt area there is a strong prevailing onshore wind during the day and a weaker downslope valley drainage wind during the night. Winds from the northwest through southwest compass quadrant prevail nearly 50 percent of the time, averaging 9.7 miles per hour. Winds are calm approximately 22 percent of the time. Overall, winds average 6.9 miles per hour. Figure 5 summarizes the winds of Santa Maria/Orcutt in the form of an annual wind rose.

Westerly winds bring moist marine air to the Santa Maria/Orcutt study area. Relative humidity varies diurnally, ranging from 50 percent in the daytime to 80 percent at nighttime (National Climatic Center, 1977). Annual rainfall averages 12.3 inches in the Santa Maria/Orcutt study area (National Climatic Center, 1977). Approximately 90 percent of the yearly rainfall occurs in the months November through April (National Climatic Center, 1977).

CUMULATIVE AND REGIONAL AIR QUALITY IMPACTS. The combined projects would result in approximately 1060 additional dwelling units by 1983. These projects will generate 49,500 vehicle miles of travel daily. For the purposes of this analysis, transit ridership will not reduce this travel in future years. Reduced automobile usage is the only mitigation which would result in significant reduction in air pollutants. Although mass transit systems are most commonly proposed as means of reducing air pollution and energy consumption, the Orcutt/Santa Maria area is not necessarily a prime candidate for mass transit due to its sprawl.

The combined projects will contribute no more than the equivalent of 1.7 percent or less of the total Santa Maria Valley emissions of each air pollutant. Generated traffic is the major source of emissions, as summarized in Table 28. Construction activities will also add air pollutant emissions (especially those of TSP and nitrogen oxides) to the Santa Maria Valley, on an intermittent basis. Daily construction generated TSP will comprise up to 20 percent of the daily Santa Maria Valley TSP loading. With on site mitigation, construction emission of TSP will not appreciably degrade local air quality.

In 1982 and 1996, the combined projects will contribute negligibly to the maximum hourly average oxidant concentration, through their emissions of oxidant precursor chemicals. The combined projects also will not critically

TABLE 27. PERCENTAGE FREQUENCY OF OCCURRENCE OF INVERSION CONDITIONS AT VANDENBERG AFB (1969-1970)

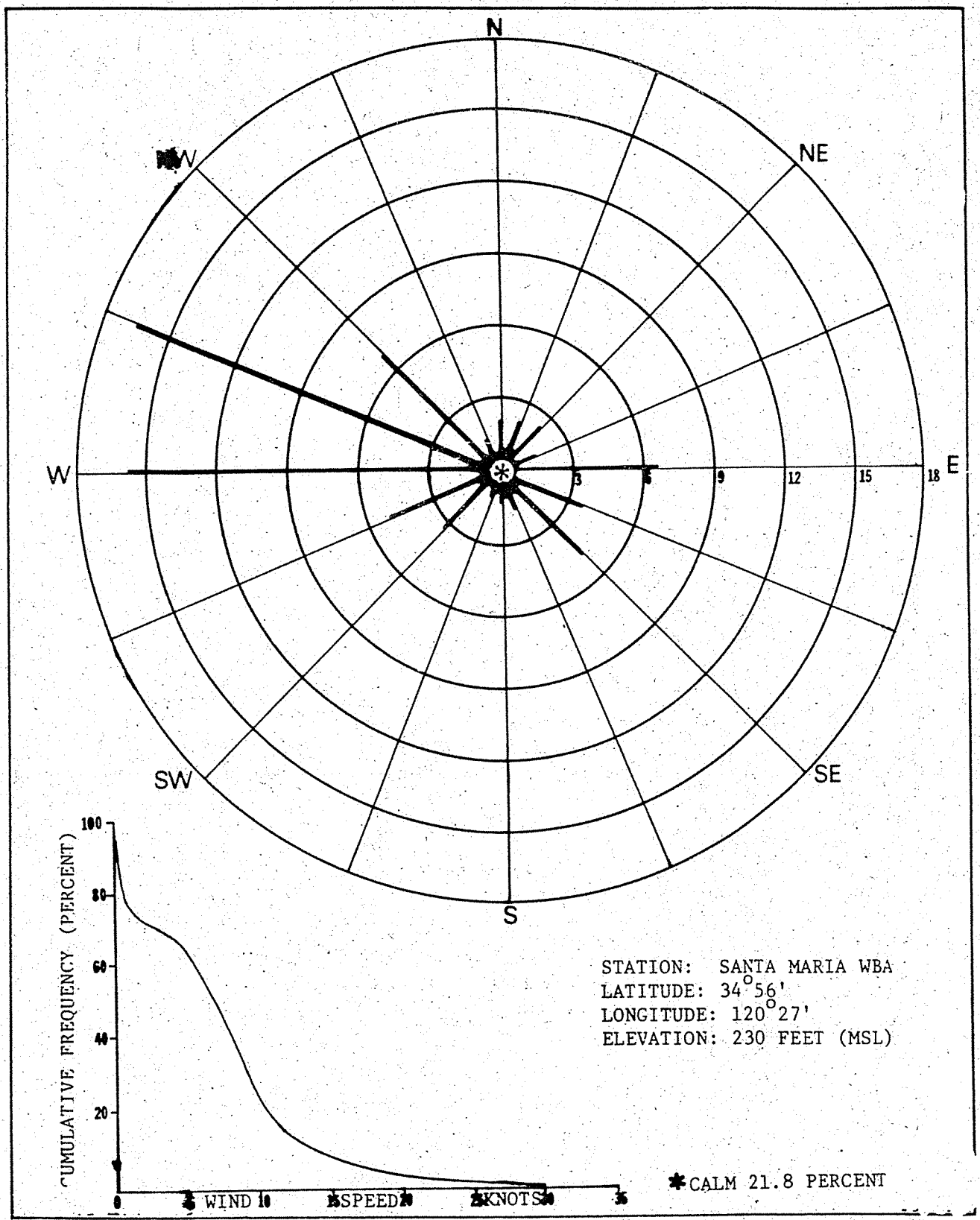
Height of Inversion Base (Feet MSL)	WINTER (Dec-Jan-Feb) 0400 PST	WINTER (Dec-Jan-Feb) 1600 PST	SPRING (Mar-Apr-May) 0400 PST	SPRING (Mar-Apr-May) 1600 PST	SUMMER (Jun-Jul-Aug) 0400 PST	SUMMER (Jun-Jul-Aug) 1600 PST	FALL (Sep-Oct-Nov) 0400 PST	FALL (Sep-Oct-Nov) 1600 PST	ANNUAL 0400 PST	ANNUAL 1600 PST
0 - 500	83	7	65	1	26	1	58	3	58	3
501 - 1000	3	17	7	29	20	30	8	38	10	29
1001 - 2000	3	20	14	38	41	55	21	36	20	37
2001 - 3000	2	9	9	7	8	8	5	6	6	7
3001 - 4000	1	13	1	6	3	4	4	5	2	7
4000	8	34	4	19	2	2	4	12	4	17

Source: California Air Resources Board (ARB), 1975.

TABLE 28. BASELINE (1978) AND FUTURE ANNUAL AVERAGE EMISSIONS GENERATED BY THE PROJECTS, SANTA MARIA VALLEY, AND SANTA BARBARA COUNTY

EMISSIONS SOURCES	AIR POLLUTION EMISSIONS (TONS PER DAY)														
	Carbon Monoxide			Nitrogen Oxides			Reactive Hydrocarbons			Particulates			Sulfur Dioxide		
	1978	1983	1998	1978	1983	1998	1978	1983	1998	1978	1983	1998	1978	1983	1998
Santa Maria Valley	60	(46.5)	30	13.5	(10.6)	10.7	13.9	(7.8)	5.2	2.1	2.1	2.1	5.9	(2.5)	2.7
Mobile[a]	56	40	25	7.8	8.4	6.7	9.8	4.3	1.5	0.9	0.8	0.7	0.9	0.8	0.7
Stationary	4	(6.5)	5	5.7	(2.2)	4.0	4.1	(3.5)	3.7	1.2	1.3	1.4	5.0	(1.7)	2.0
Projects Total	0	0.6	0.3	0	0.09	0.07	0	0.09	0.05	0	*	*	0	*	*
Transportation[c]	0	1.44	0.68	0	0.11	0.093	0	0.125	0.053	0	*	*	0	*	*
Home Heating	0	0.0045	0.001	0	0.018	0.006	0	0.0018	0.0006	0	0.0022	0.0008	0	0.00013	0.00005
Construction[b]	0	0.009	0	0	0.06	0	0	0.004	0	0	1.3	0	0	0.004	0
Cumulative Growth **	0	4.7	4.2	0	0.76	0.62	0	0.36	0.39	0	3.9	0	0	0.006	0.05
Transportation[c]	0	4.7	4.1	0	0.61	0.52	0	0.35	0.38	0	0.03	0.03	0	*	0.0003
Home Heating	0	0.014	0.010	0	0.06	.038	0	0.006	0.004	0	.007	.005	0	0.0004	0.004
Santa Barbara County	209	163	123	41	42	50	49	101	124	24	27	30	11	12	17
Mobile	193	146	104	27	26	28	27	21	15	3	3	3	3	3	3
Stationary	16	17	19	14	16	22	22	80	109	21	24	27	8	9	14

a Assumed as 30 percent of Santa Barbara County mobile emissions.
b Temporary source, not included in totals
c Composite emission factors determined using EPA Mobile 1: Mobile Source Emissions Model
* Negligible
( ) Subject to revision upon receipt of new data from the Santa Barbara County APCD
** All proposed Orcutt projects



earth metrics
1000 elwell court
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FIGURE 5. SANTA MARIA ANNUAL WIND ROSE

APPENDIX 4.2. PROJECTED 1982 AVERAGE DAILY AND PEAK HOUR TRAFFIC VOLUMES ON SANTA MARIA/ORCUTT ROADWAYS WITH CONTRIBUTION OF THE COMBINED THIRTEEN ORCUTT DEVELOPMENTS

ROADWAY	LOCATION		LEVEL OF SERVICE	AVERAGE DAILY TRAFFIC		PEAK HOUR VOLUMES		
				TOTAL	COMBINED PROJECTS	TOTAL	COMBINED PROJECTS	COMBINED PROJECTS ONEWAY
U.S. Highway 101	Clark Avenue	S	A	18,000	900	3,100	120	120
		N	A	23,000	900	3,700	120	120
	Santa Maria Way	N	A	23,000	1,000	3,400	100	100
State Highway 135	Clark Avenue	S	A	10,800	2,000	1,400	240	240
(Orcutt Expressway)		N	C	19,000	3,500	2,600	420	310
	Foster Road	N	D	25,400	5,800	3,000	710	710
	Santa Maria Way	N	E	35,800	6,900	3,600	840	840
Santa Maria Way	Bradley Road	N	A	13,100	1,000	1,600	130	130
Bradley Road	Clark Avenue	N	A	9,000	0	1,100	0	0
	Foster Road	N	C	9,300	80	1,100	10	10
Clark Avenue	Orcutt Expressway	W	A	8,500	300	1,000	40	30
		E	B	12,000	2,400	1,400	290	200
	Bradley Road	E	B	11,000	2,400	1,300	290	200
	Stilwell Road	E	B	9,000	2,400	1,000	290	200
Foster Road	Orcutt Expressway	E	D	5,200	80	600	10	10

Source: Earth Metrics Incorporated, 1978.
Toups, Appendix C, p. 16, 1978.

impair local air quality, assessed in terms of maximum eight hour average CO levels, as measured by a hypothetical air monitor 50 feet from the near lane of the highest volume roadways. Their contribution to total eight hour average CO levels 50 feet from roadways (such as Broadway, the Orcutt Expressway, and Clark Avenue) will be less than 0.6 ppm in 1982.

AN ARCHAEOLOGICAL EVALUATION

FOR

THE "ORCUTT 13"

RESIDENTIAL DEVELOPMENTS

COUNTY OF SANTA BARBARA

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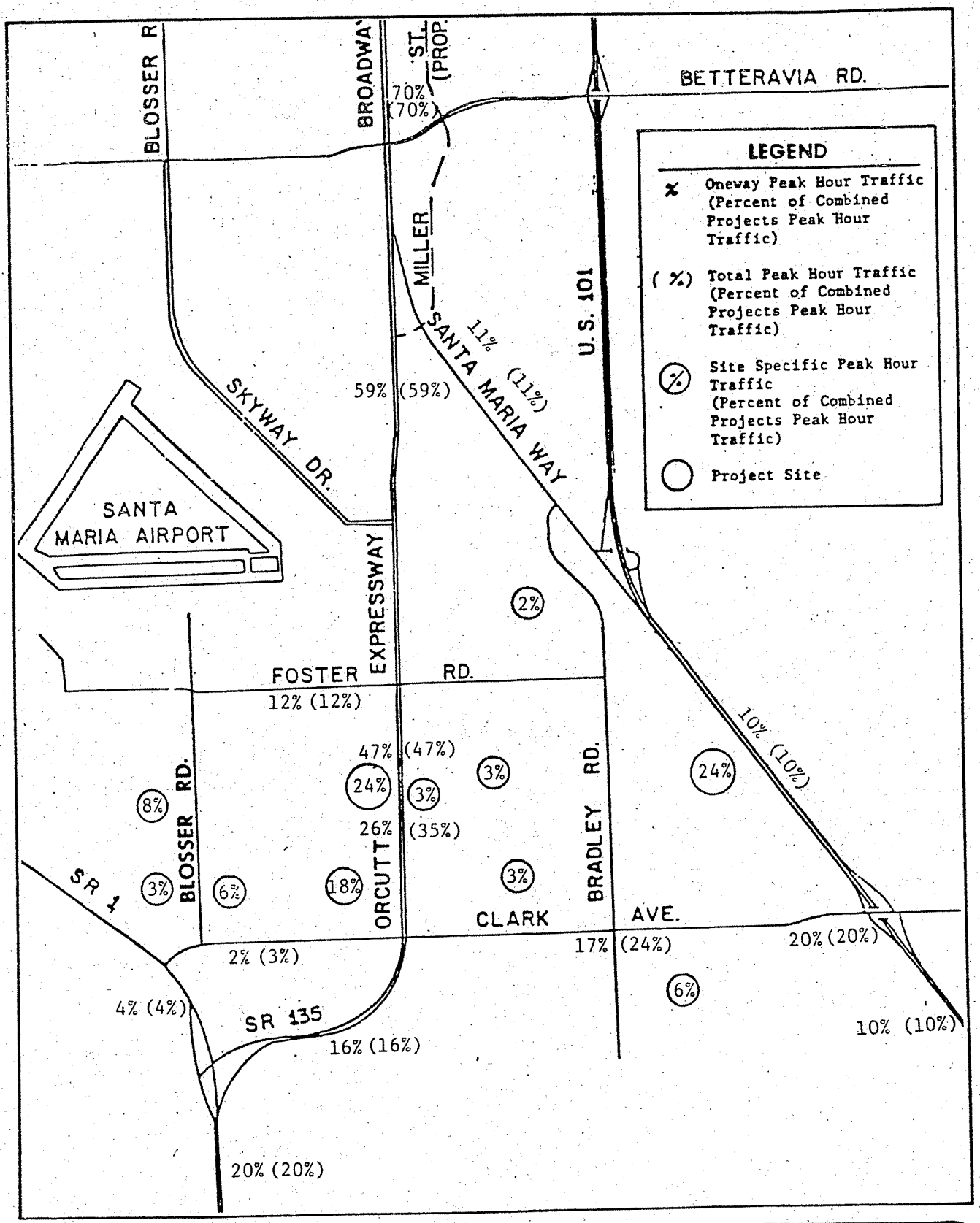
Lompoc, CA 93436

January 1979



NO SCALE

earth metrics
1000 elwell court
palo alto, ca. 94303

APPENDIX 4-2. DISTRIBUTION OF COMBINED PROJECTS 1982 PEAK HOUR TRAFFIC (1200 TRIP ENDS)

FIELD METHODS

During the field investigation phase of this project, an intenfoot survey of the entire project area was conducted along zig zag traverses spaced at intervals of 15 to 30 meters depending on the intuited archaeological sensitivity of different zones within the project areas. The zig zag routes were employed in order to examine those areas where archaeological sites were thought likely to occur and other areas where the ground surface was well exposed.

STUDY FINDINGS AND RECOMMENDATIONS

No significant archaeological or historical remains were observed on the surface of any of the project parcels during field investigations, nor were any sites identified for the immediate project area during the literature and records search. Only a few occurrences of recent historic trash which included some fragments of Pismo Clam shell were noted at some of the sites. No historic Chumash or prehistoric sites were observed in the project area although Applegate, among others, has located Chumash villages in the Orcutt area on the basis of ethnohistoric data (Applegate 1975). Orcutt residents have also related to me previously and during this investigation that artifacts have been found in and around the original community and archaeological sites are present in the hills immediately to the south on Union Oil property and other undeveloped agricultural land. The 19th Century community of La Graciosa is located somewhere immediately south of Orcutt as is the early community of Bicknell or Orcutt Hill (Carlson op. cit.). The narrow gauge railroad which served the area beginning in the late 19th Century as a forerunner or the Southern Pacific castal route is still visible in the vicinity of the project area on the outskirts of Orcutt.

In conclusion, there does not appear to be a great potential for adverse impact to significant archaeological or historical resources if the project is completed as proposed. However, if unrecorded or buried archaeological materials are discovered during the course of construction, it is mandatory that work be halted immediately until a qualified archaeologist and a representative of local Native American organizations can be contacted to evaluate the find. This procedure, in my professional opinion, would satisfactorily mitigate whatever slight potential for adverse impact to local cultural resources that does exist.

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SUMMARY

A field survey and records/literature search completed for the area of the proposed "Orcutt 13" residential developments revealed that no previously recorded archaeological or historical sites of cultural value were located within the project boundaries, nor were any unrecorded resources located there. It therefore appears that the proposed developments will have no adverse effect on local archaeological or historical resources.

INTRODUCTION

An intensive archaeological survey of the proposed project locations was conducted during the period from January 10 through January 22, 1979 by the author. In addition, a records search of the files of the Department of Anthropology, University of California at Santa Barbara was conducted and a literature search was conducted through personal and local libraries. My qualifications include an M.A. degree in Anthropology and Archaeology (UCSB 1970) with 12 years of varied archaeological experience in California and the Southwestern United States. No special problems were encountered during the course of the investigation that might have affected the reliability of this report.

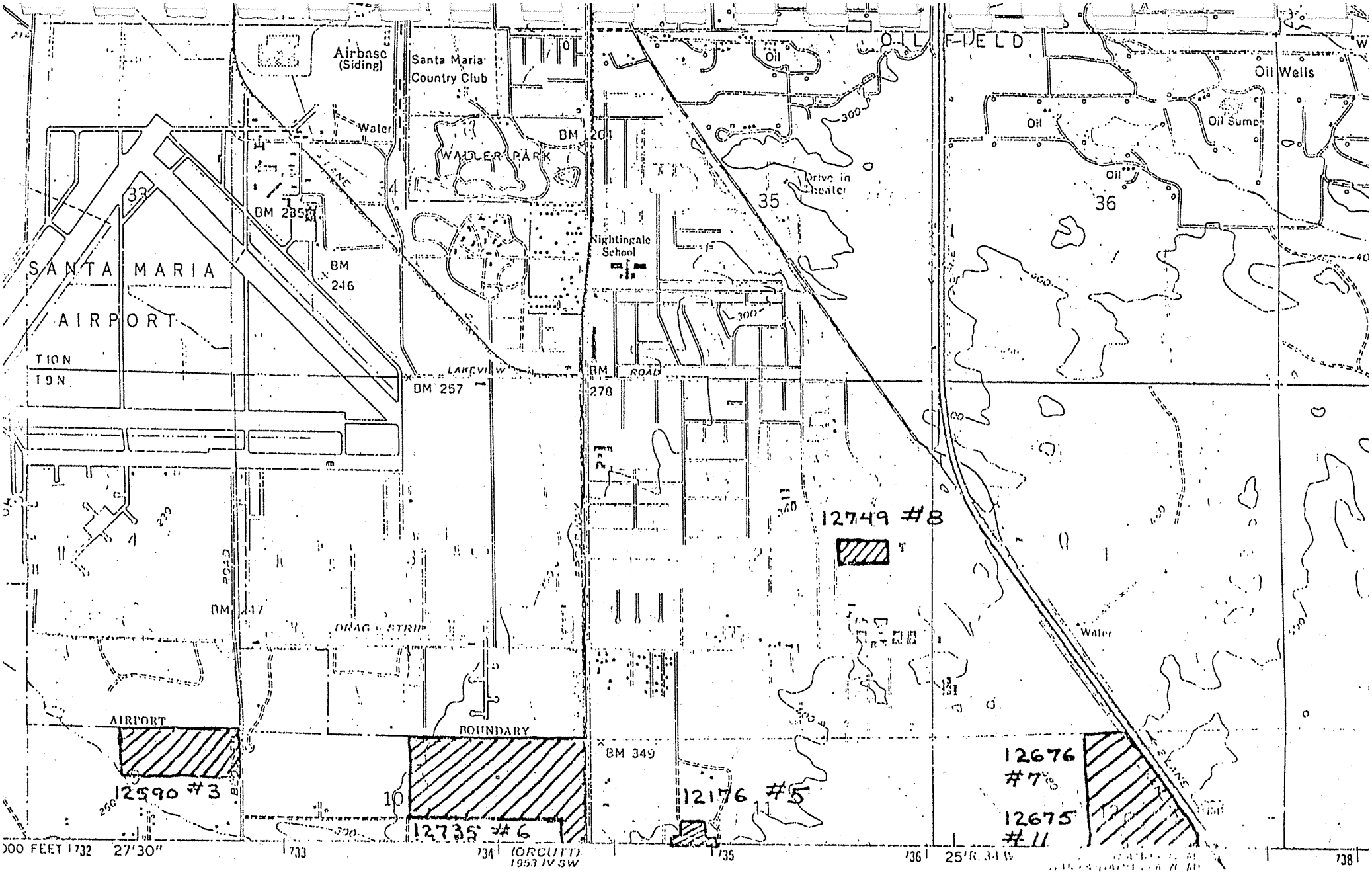
PROJECT DESCRIPTION

The proposed project involves the development of thriteen parcels of land totalling some 390 acres for residential use in the Orcutt area of Northern Santa Barbara County (see the attached map).

BACKGROUND

All of the project parcels are located on stabilized dune sand deposits within the Santa Maria Valley. The ground cover is primarily annual grasses and herbs along with small stands of soft chaparral, willow and introduced Eucalyptus trees. Previous and present uses of the properties include dry farming and grazing. One formerly major stream, Orcutt Creek, flows through or near several of the parcels proposed for development.

This area was once occupied in prehistoric and early historic times by the Chumash Indians and their ancestors or predecessors. In addition, Yokuts Indians sometimes traveled from the San Joaquin Valley to the Central Coast on fishing expeditions and may have passed through this area (see Carlson 1959, Kroeber 1953: 550-63, Greenwood 1978: 520-23). The Chumash were hunter-gatherer people whose main settlements in historic times were reported to be located in the Orcutt, Nipomo, Guadalupe and Sisquoc areas on the periphery of the Santa Maria Valley. They must have occasionally utilized portions of the project area, even though no traces of such former activities were observed during the field investigation. Very little is known concerning the archaeology of this area due to lack of fieldwork.



USGS 7.5' 1959
SANTA MARIA QUADRANGLE
Santa Barbara County

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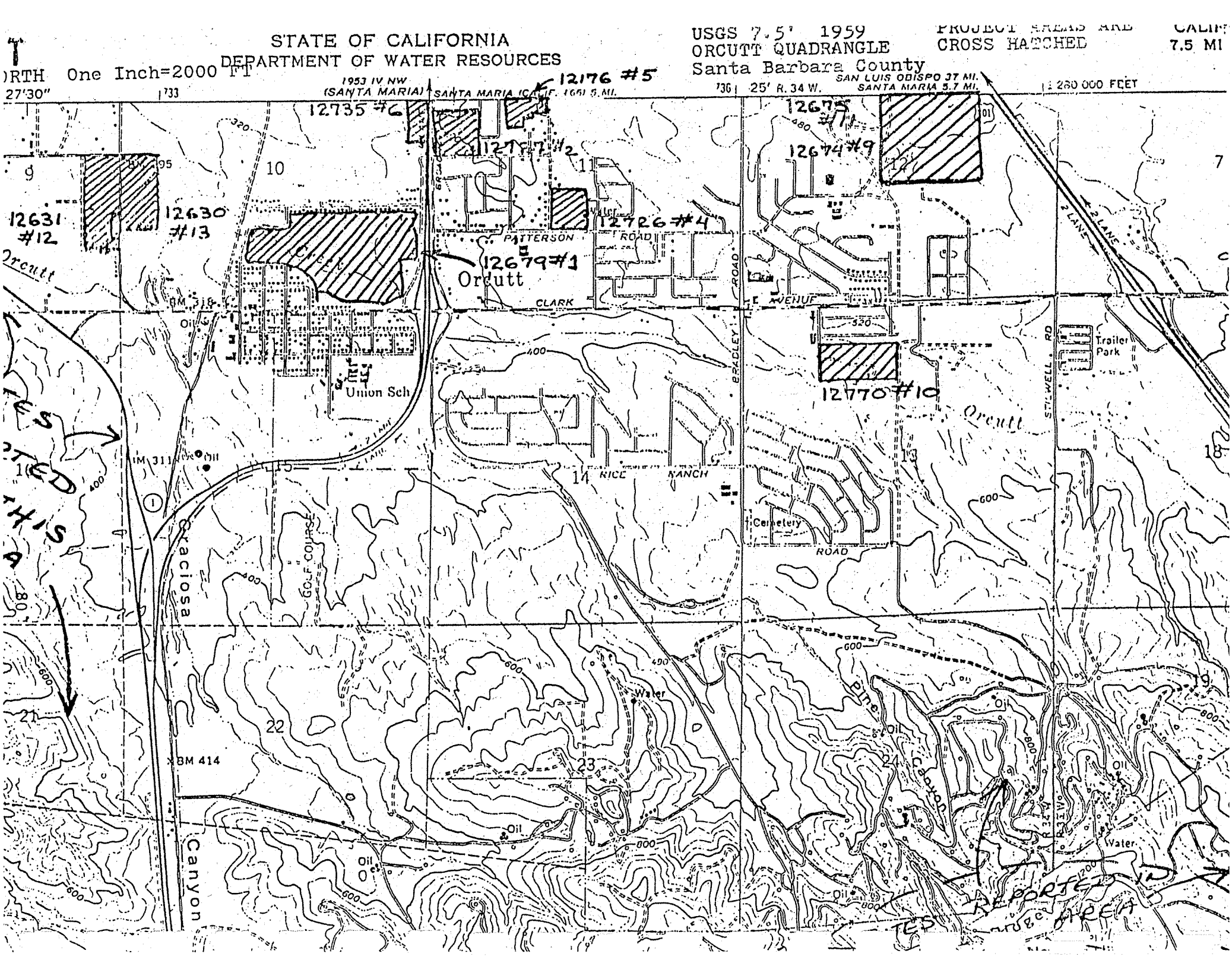
STATE OF CALIFORNIA
DEPARTMENT OF WATER RESOURCES
USGS 7.5' 1959
ORCUTT QUADRANGLE
Santa Barbara County
CROSS HATCHED
7.5 MI
One Inch=2000 FT
12176 #5
12735 #6
12677 #2
12674 #9
12631 #12
12630 #13
12726 #4
12679 #1
Orcutt
PATTERSON ROAD
CLARK
BRADLEY ROAD
E AVENUE
STILLWELL RD
Trailer Park
Union Sch
12770 #10
RICE RANCH
Cemetery
ROAD
Graciosa
GOLF COURSE
Canyon
Pine Canyon
Water
Oil
BM 414
BM 318
BM 311
REPORTED
TES
THIS AREA

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