

## 4.8 LAND USE

### 4.8.1 SETTING

#### Regional Land Use

The project site is located in the County of Santa Barbara, which occupies approximately 2,774 square miles of both urban and rural land uses. The project site lies within the Santa Maria Valley, south of the Santa Maria city limits, in the community of Orcutt. Rural land uses, such as rangeland, row crops, and open space occupy the outlying areas of the community.

Orcutt is a semi-rural, primarily residential community. Residential neighborhoods are interspersed among large vacant parcels, and large undeveloped parcels on the edges of the community. The majority of development in the community is single family residences, large estates, and ranchette homes. Mobile homes, condominiums, and townhomes are scattered throughout the community. Over the last 30 years, most of the residential development in the central urban area has occurred in developer-constructed subdivisions rather than custom homes on single lots.

Orcutt also includes approximately 524,000 square feet of developed commercial space, which is concentrated at the intersections of Clark Avenue and Bradley Road, in the Old Town Orcutt area, and at the corner of Lakeview and Orcutt Roads. Smaller commercial areas are located at the intersection of Clark Avenue and Orcutt Road, Foster and Orcutt Roads, Foster and Bradley Roads, and Winter and Orcutt Roads. Large vacant commercially zoned sites are located at Clark Avenue and U.S. 101, and the intersection of Santa Maria Way and College Drive. In addition, several new restaurants have opened in Old Town Orcutt over the past few years that attract people from the City and from other parts of the County.

#### Project Site Setting

The project site involves a portion of KS18, which the Orcutt Community Plan (OCP) describes as a visual "gateway" into Old Town Orcutt from the east. KS18 is located within the "Central Urban Core" of the Orcutt Planning Area. KS18 is highly visible from adjacent roads and residential areas, and provides significant open space in an area of high urbanization. Key Site 18 is bounded by Foxenwood Lane on the east, Southpoint Estates residences on the north, Clark Avenue and Old Town Orcutt on the south, and Broadway/California Boulevard on the far west end. The majority of KS18 is currently undeveloped open space, with development limited to a single family homesite in the northeast corner, and a County Flood Control District retention basin and Southpoint Estates private tennis courts and picnic area in the northwest.

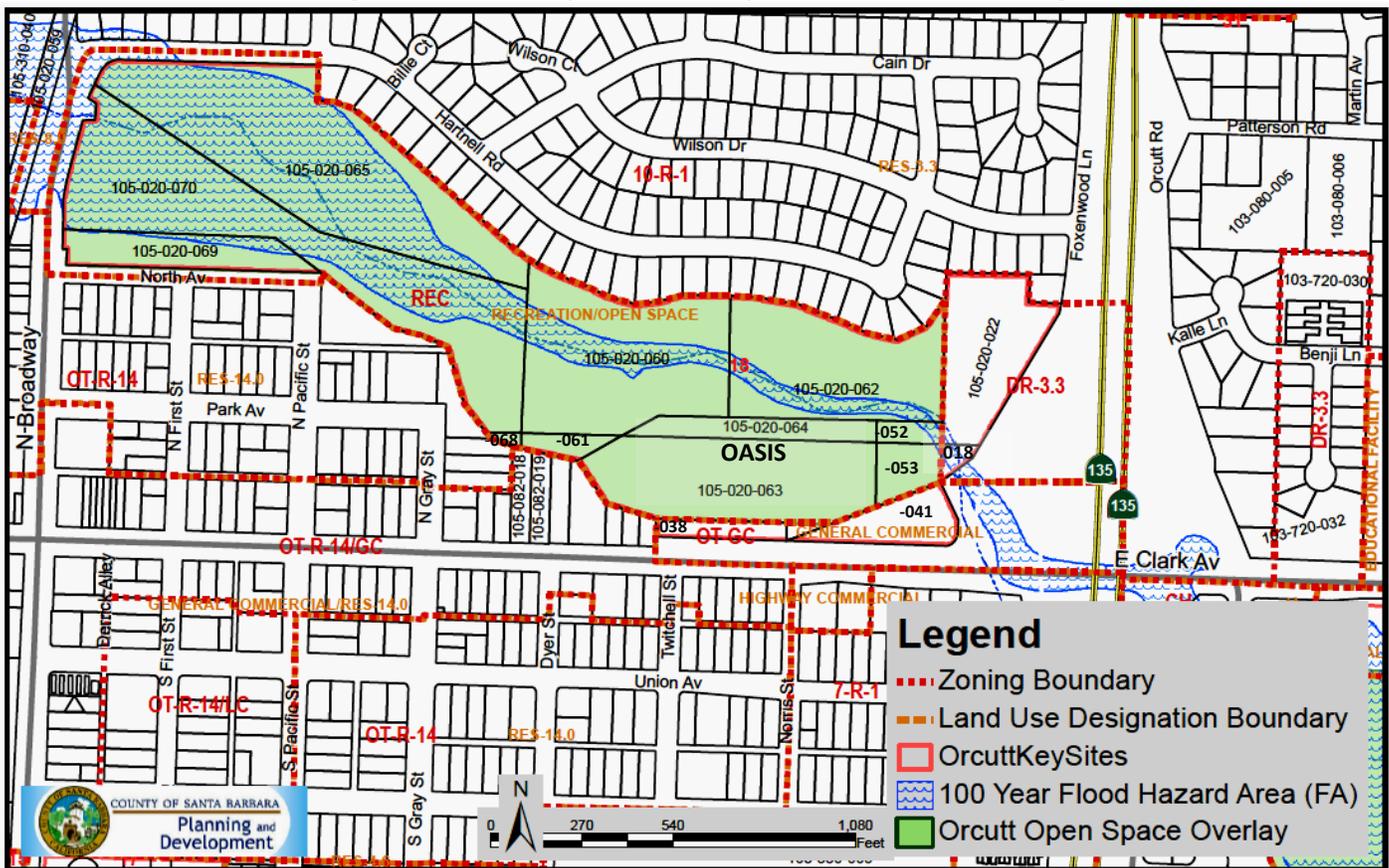
KS 18 is approximately 39.73 acres and is comprised of 15 Assessor's Parcel Numbers (APNs, Figure 2-4). The majority of KS18 (~35.11 acres) is designated for open space and recreation, with limited areas on the perimeter of KS18 designated for future development as identified in Table 4.8-1 and Figure 4.8-1. The existing language of OCP DevStd KS18-1 provides direction regarding the open space portion of KS18: *"The entire site, with exception of the residential and commercial areas noted in Policy KS18-1 above, shall remain in natural, undeveloped open space. ... No development other than the proposed park, retention basin, and Class I bikepath/multi-use trail shall be permitted within the open space"*. This park area is identified on the south side of Orcutt Creek on the OCP Parks Recreation and Trails (PRT) Map. An excerpt of the PRT map is included in Section 2 (Figure 2-8). The 10.5-11 acre "Orcutt Creek Park" would be located on the south side of Orcutt Creek, including approximately 2 acres of creek restoration and an 8.5-acre park.

Table 4.8-1 OCP Key Site 18 Land Use and Zoning

Key Site 18 Area	General Plan/OCP Land Use Designation	Zoning
~2.77 acres N/E corner, near Foxenwood Ln APNs: 105-020-018, 105-020-022	Residential 3.3 units/acre	Residential 3.3 units/acre (DR-3.3)
~1.85 acres along Clark Avenue APNs: 105-020-041, 105-020-038, 105-020-063 (0.12 ac., southern tip only)	General Commercial	LUDC Old Town General Commercial (OT-GC)
~35.11 acres <sup>1</sup> APNs: 105-020-052, -053, -060, -061, -062, -064, -065, -068, -069, -070	Existing Public or Private Recreation and/or Open Space	Recreation (REC)

<sup>1</sup>~10.5-11 acres of the 35.11 acres on the south side of Orcutt Creek are designated as an 8.5-acre park (Orcutt Creek Park) and ~2 acres of creek restoration

Figure 4.8-1 OCP Key Site 18/Southpoint Land Uses and Zoning



KS 18 Public Park (Orcutt Creek Park): As described in the OCP and OCP EIR Volumes I and II, the potential public park proposed for KS18 could include picnic areas, informal recreational facilities, tot lots, and active recreational facilities such as a volleyball court or outdoor basketball court. Vehicle access to the park would be provided through the commercial development along Clark Avenue. A trail and parallel Class I bikeway are mapped across KS18 on the south side of Orcutt Creek on the OCP PRT Map and OCP Bikeways Map, to provide access between California Boulevard and Foxenwood Lane. This trail/bikepath identified for KS18 is part of the planned, continuous Orcutt Creek Multi-Use Trail (including paved bikepath), which would traverse the Orcutt community along Orcutt Creek between Highway 101 and Black Road. (See Figure 2-8 OCP PRT Map Excerpt and Figure 2-9 OCP Bikeways Map Excerpt, the full extent of these maps are also available for review online at <https://www.countyofsb.org/plndev/home.sbc> or by contacting the project planner (Natasha Campbell, [ncampbell@co.santa-barbara.ca.us](mailto:ncampbell@co.santa-barbara.ca.us), 805-570-4871 or 805-934-6250).

The OASIS property is 5.28 acres on the south side of Orcutt Creek and includes APNs 105-020-063 and -064 (together one legal parcel). There is no existing development on the OASIS portion of Key Site 18. Existing access to the property is provided by a dirt road from Foxenwood Lane across the LeBard commercial property.

KS18 is a basin shaped stream valley along Orcutt Creek, with steep slopes on the north, south and east. Riparian habitat is located along the creek, with non-native grassland beyond the riparian habitat in the valley bottom, including on the OASIS property. There are also scattered oaks along the southern OASIS property line and near the creek, a eucalyptus windrow abutting North Avenue and the northwest portion of KS18, and a mix of chaparral, grassland and riparian habitat on the north side of Orcutt Creek.

## **4.8.2 REGULATORY SETTING**

Santa Barbara County regulates the design of the built environment through its General Plan and Land Use and Development Code (LUDC). New development is required to be consistent with the General Plan and the Orcutt Community Plan's (OCP) policies and development standards. Table 4.8-1 and Figure 4.8-1 identify the project site's land use designation, zoning and surrounding uses. A discussion of the project's consistency with applicable policies and standards in the LUDC and the General Plan, including the OCP, is included in Table 4.8-2.

## **4.8.3 PREVIOUS ENVIRONMENTAL REVIEW/OCP EIR**

The OCP EIR evaluated the impacts of the OCP buildout assumptions for KS18, which included open space and a potential public park. The OCP EIR also evaluated overall OCP buildout against regulatory documents adopted by the County and other agencies responsible for regional planning efforts. The OCP's consistency with these regulatory documents is discussed in the findings for approval of the OCP. Excerpts of the adopted findings specific to KS18 are included in Appendix C. The full findings are available on the Planning & Development website [sbcountyplanning.org](http://sbcountyplanning.org) or can also be accessed via a link on the OASIS project webpage <https://www.countyofsb.org/plndev/projects/oasiscenter.sbc>.

A summary of the OCP CEQA findings for impacts and mitigation associated with OCP buildout of KS18 (open space and potential park on the OASIS property) is included below.

### 4.8.3.1 OCP EIR SIGNIFICANT UNAVOIDABLE IMPACTS (CLASS I)

#### CLASS I - CUMULATIVE

The OCP findings specific to KS18, identify that buildout of KS18 would contribute to significant and unavoidable cumulative impacts to Water, Air Quality and Wastewater.

Water Impacts: Urban development allowed under the OCP would significantly increase the overdraft of the Santa Maria groundwater basin in the absence of another water supply source(s) sufficient to support new development. Impacts would be partially mitigated by:

- OCP EIR Mitigation WAT-1/OCP DevStd WAT-O-1.3;
- OCP EIR Mitigation WAT-2/OCP Action WAT-O-1.2;
- OCP EIR Mitigation WAT-3/OCP Program WAT-O-1.1;
- OCP EIR Mitigation WAT-4/OCP Policies WAT-O-3, WW-O-4, Actions WAT-O-3.1, WW-O-4.1, and DevStd PRT-O-2.1.

Water quality impacts would be reduced by OCP Policies WAT-5, WW-O-3 and DevStds WW-O-2.1, -3.1, -3.2 and BIO-O-2.1.

Air Quality Impacts: Increased vehicular traffic and other fossil fuel combustion would lead to significantly increased emissions in reactive organic compounds (ROC) and nitrogen oxides (NO<sub>x</sub>), which are precursors to the atmospheric formation of oxidants (ozone et al.). Impacts would be partially mitigated by:

- OCP EIR Mitigation AQ-3/OCP Action CIRC-O-6.1;
- OCP EIR Mitigation AQ-4/OCP Policies AQ-O-1, CIRC-O-6, CIRC-O—9, Actions AQ-O-1.4, CIRC-O-6.4;
- OCP EIR Mitigation AQ-5/OCP Action CIRC-O-6.2;
- OCP EIR AQ-6 by Policy CIRC-O-6 and Actions CIRC-O-6.1 through -6.4;
- OCP EIR AQ-7 by Action CIRC-O-6.3;
- OCP EIR AQ-8 by Actions CIRC-O-6.1 & -6.3;
- OCP EIR AQ-9/OCP Action AQ-O-1.5, Policies LUR-O-6 & -8;
- OCP EIR AQ-9.1/OCP AQ-O-1.1;
- OCP EIR AQ-10/OCP Policy AQ-O-2 and standard regulatory process;
- OCP EIR AQ-11 (recommended, energy conservation measures to reduce air pollution are generally addressed by Policy AQ-O-3).

Wastewater Impacts: Full buildout could generate wastewater flows in excess of the Laguna County Sanitation District's (LCSD's) treatment plant capacity, with additional revenues inadequate to support expansion of the plant's capacity. However, the Board's final action on the OCP reduced the number of potential units and C/I square feet. Decreased groundwater quality could result from wastewater return flows with high dissolved solids concentrations. Until agreements are implemented to limit water serving development to only low-TDS water, impacts to groundwater quality from wastewater disposal remain Class I. Impacts can be mitigated by:

- OCP EIR Mitigation WW-1 (the second part only, as the first part was infeasible due to litigation negating County's ability to legislate against self-regenerating water softeners)/OCP Policy WW-O-3, DevStd WW-O-3.2, Action WW-O-4.1, Policy WATE-O-5;
- OCP EIR Mitigation WW-2/OCP Policy WW-O-1, Actions WW-O-1.1, -1.2, & -2.3;
- OCP EIR Mitigation WW-3/OCP Action WW-O-1.2;
- OCP EIR Mitigation WW-4/OCP DevStd WW-O-1.3;
- OCP EIR Mitigation WW-5/OCP Action WW-O-2.2;
- OCP EIR Mitigation WW-6/OCP Action WW-O-1.1;
- OCP EIR Mitigation WW-7/OCP DevStd WW-O-3.1

#### **CLASS I - KS18 SITE-SPECIFIC**

The OCP findings identify the following KS18 site-specific impacts significant and unavoidable impacts as well as mitigation measures (adopted as development standards in the OCP) to partially reduce these impacts.

Traffic/Circulation Impacts: Turning movement and safety hazards at the Clark Avenue/Highway 135 and Clark Avenue/Foxenwood Lane intersections. Impacts partially mitigated by:

- OCP EIR Mitigation KS18-CIRC-1/OCP DevStd KS18-6 (Developer shall construct planted median on Clark between Foxenwood Lane and Dyer Street with left-hand turn pockets serving commercial development).

Visual/Aesthetics Impacts: Increased night lighting, unmaintained stormwater retention basins and roadway medians/planter strips, alteration of visual character of Old Town and potential incompatible development within Old Town, loss of Orcutt Creek view corridor from westbound Clark Avenue, change in visual character of site. Impacts partially mitigated by:

- OCP EIR Mitigation KS18-VIS-1/OCP DevStd KS18-7 (Adherence to OCP "gateway" Visual Resources policies);
- OCP Mitigation KS18-VIS-2/OCP DevStd KS18-8 (Landscape the slope to screen road/parking areas).

### 4.8.3.2 OCP EIR KS18 SIGNIFICANT BUT MITIGABLE IMPACTS (CLASS II)

Biological Impacts: Trail construction and use, paved bike paths, creek maintenance and emergency work oak tree removal, weed invasion, habitat reduction, loss of significant vegetation, and wildlife disturbance. Impacts would be mitigated by:

- OCP EIR Mitigation BIO-2/OCP DevStd BIO-O-5.3
- OCP EIR Mitigation BIO-3, -3.1, -3.2/OCP DevStd BIO-O-1.2, Program BIO-O-6.1,
- OCP EIR Mitigation BIO-9/DevStd BIO-O-5.5
- OCP EIR Mitigation BIO-26/DevStd BIO-O-3.1
- OCP EIR Mitigation BIO-28/DevStd BIO-O-1.3, GEO-O-2.5
- OCP EIR Mitigation KS18-BIO-2.1/OCP DevStds BIO-2.1, BIO-5.3
- OCP EIR Mitigation KS18-BIO-2.2/OCP Policy BIO-O-3;
- OCP EIR Mitigation KS18-BIO-3/OCP DevStds BIO-O-5.2, -5.3, -5.4, LUD-O-5.3;
- OCP EIR Mitigation KS18-BIO-1.1/OCP DevStd KS18-1 (natural open space except for park, retention basin, Class I bikepath/multi-use trail within the open space);
- OCP EIR Mitigation FLD-2/OCP DevStd KS18-2 (no development on 105-020-018, just on -022);
- OCP EIR Mitigation KS18-BIO-1.1 /OCP DevStd KS18-3
- OCP EIR Mitigation KS18-BIO-1.2/OCP DevStd KS18-4 (trail/bikeway locate south of creek, plant with riparian vegetation on north and oaks on south side);
- OCP EIR Mitigation KS18-BIO-2.3, KS18-10 /OCP DevStd KS18-5.

In addition to other adopted biological resources policies and development standards, the findings identify measures in other OCP sections, especially in the Open Space section, which also help to mitigate adverse impacts to biological resources. The partial mitigation of general and cumulative impacts to biological resources are also broadly addressed by Policies OS-O-1 & -5 through -7, Actions OS-O-1.1 & -3.1, and Development Standards FLD-O-3.1 & -3.3, GEO-O-2.3, and OS-O-5.2

Geology Impacts: Blowing sand and soil during site development, potentially unstable cut slopes, siltation of Orcutt Creek. Impacts would be mitigated by:

- Uniform Building Code Zone IV standards (seismic);
- Open Space Element (p. 78) and Land Use Element (p. 86) standards regarding development on steep slopes;
- OCP EIR Mitigation GEO-6/OCP GEO-O-2.6;
- OCP EIR Mitigation GEO-9/OCP Geo-O-2.5;
- OCP EIR Mitigation KS18-1/OCP DevStds KS18-3, KS18-9;
- OCP EIR Mitigation KS18-GEO-2/OCP FLD-O-3.2;
- OCP EIR Mitigation KS18-GEO-3/OCP standard regulatory process and Policy AQ-O-2

In addition, the findings identify measures in other OCP sections which help to mitigate geologic impacts including: Policies BIO-O-2, FIRE-O-3, FLD-O-3, and OS-O-1, -5, -6 & -7, Actions OS-O-1.1, -3.1 & -8.1, and Development Standards BIO-O-2.1, FLD-O-3.1 & -3.2, VIS-O-2.1, and OS-O-5.2.

Flooding/Drainage Impacts: Potential development within 100-year floodway and floodplain, increased storm flows from impervious surfaces, increased channel erosion/sedimentation, increased overall flooding hazard with increased injury and damage potential. Impacts are mitigated by:

- OCP EIR Mitigation FLD-1/OCP Action FLD-O-1.1;
- OCP EIR Mitigation FLD-2/OCP DevStd Fld-O-1.2
- OCP EIR Mitigation FLD-3/OCP DevStds FLD-O-1.3, -1.4
- OCP EIR Mitigation FLD-4/OCP Policy FLD-O-4, DevStds FLD-O-4.2, -4.4;
- OCP EIR Mitigation FLD-8/OCP DevStd FLD-O-2.1;
- OCP EIR Mitigation FLD-9/OCP DevStd FLD-O-1.4;
- OCP EIR Mitigation FLD-10/OCP DevStd FLD-O-3.3
- OCP EIR Mitigation KS18-FLD-1/standard regulatory process;
- OCP EIR Mitigation KS18-FLD-2/OCP DevStd KS18-5, FLD-O-4.2;
- OCP EIR Mitigation KS18-FLD-3/OCP DevStd FLD-O-1.4, -3.1;
- OCP EIR Mitigation KS18-FLD-4/OCP FLD-O-3.3; and

In addition DevStds KS18-2 and KS18-3 as well as measures in other sections of the OCP help to mitigate flooding/drainage impacts, including Policies BIO-O-2, FIRE-O-3, VIS-O-4, and OS-O-1, -5, -6 & -7, Actions OS-O-1.1, -3.1 & -8.1, and DevStds BIO-O-2.1, GEO-O-2.3, and OS-O-5.2 & -5.3.

Noise Impacts: Construction-related noise and potential exposure of people to traffic noise impacts are mitigated by:

OCP EIR Mitigation NSE-5 by Policy NSE-O-2 and DevStds NSE-O-2.1 & -2.2;  
OCP EIR Mitigation KS18-NSE-1/OCP DevStd NSE-O-1.2

Solid Waste Impacts: Increased generation of waste would hasten exceeding of local landfill capacity and need for new regional landfill. Impacts are mitigated by:

OCP EIR Mitigation  
OCP EIR Mitigation SW-1 and SW-2/OCP Action RR-O-1.1  
OCP EIR Mitigation SW-3/OCP RR-O-1.3  
OCP EIR Mitigation SW-4/OCP RR-O-1.4  
OCP EIR Mitigation SW-6/existing state law (Integrated Waste Management Act, Public Resources Code Sec. 40000 *et seq.* and local compliance efforts)

### 4.8.3 IMPACT ANALYSIS

#### METHODOLOGY AND SIGNIFICANCE THRESHOLDS

The *County of Santa Barbara Environmental Thresholds and Guidelines Manual* (“Thresholds Manual”) does not include specific thresholds for land use or growth inducing impacts. The following thresholds are based on the State CEQA Guidelines (Appendix G) and the County’s Initial Study Checklist. The proposed project would result in a significant land use impact if it would:

1. Physically divide an established community;
2. Induce substantial growth.
3. Conflict with any land use plan, policy, or regulation, including, but not limited to the general plan, or zoning ordinance, adopted for the purpose of avoiding or mitigating environmental effects. This includes regulations which address biological resources, air quality/greenhouse gases, transportation (e.g., compliance with plans that address mass transit, bicycle and pedestrian paths), etc.;
4. Introduce land uses or structures that would be incompatible with existing surrounding land uses and character;

#### **Physically Divide a Community**

Potential impacts related to physically dividing an established community are discussed in Section 5.0, *Effects Found Not to be Significant*. The project would not result in physically dividing the community.

#### **Growth Inducement**

The potential for the project to be growth inducing is discussed in Section 6.0 (*Other CEQA Issues*). The project has the potential to be growth inducing.

#### **Conflict with Adopted Regulations Designed to address Environmental Impacts**

Table 4.8-2 and discussion of Impact LU-2 below address the project’s potential consistency with applicable regulations, including, but not limited to, policies and development standards in the Orcutt Community Plan (OCP), which address protection of biological resources, scenic views, and open space. The regulations applicable to each environmental issue area are also discussed in the respective environmental issue area sections of this EIR (Sections 4.1 through 4.13), including discussion of the project’s potential conflicts with adopted plans, such as the OCP Open Space Plan, which identifies much of KS18, including the project site, as part of a semi-contiguous band of designated open space running along Orcutt Creek throughout the Orcutt Planning Area, from Highway 101 to Highway 1.

## Compatibility with Surrounding Area

Land use impacts were assessed based upon the level of physical impact anticipated for the various issues that can affect compatibility (air quality, noise, human health and safety, aesthetics, access to transit, pedestrian and bicycle paths, access to open space and recreational opportunities, etc.). Although the County does not have “Land Use” thresholds of significance, the Thresholds Manual does provide guidelines related to “Quality of Life.”

*Quality of life is broadly defined as the aggregate effect of all impacts on individuals, families, communities, etc. and on the way those groups function... Quality of life issues, while difficult to quantify, are often primary concerns to the community affected by a project.*

*Examples of these issues include, but are not limited to:*

- *Loss of privacy;*
- *Neighborhood incompatibility;*
- *Nuisance noise levels (not exceeding noise thresholds);*
- *Increased traffic in quiet neighborhoods (not exceeding traffic thresholds); and*
- *Loss of sunlight/solar access.*

The elements comprising quality of life are considered on a case-by-case basis. In accordance with County guidelines, “*Where a substantial physical impact to the quality of the human environment is demonstrated, the project’s effect on ‘quality of life’ shall be considered significant.*” Therefore, in addition to the CEQA Appendix G criteria for significant land use impacts, a project could be considered to have a significant land use impact if it meets one of the following criteria:

- The project is incompatible in scale or use characteristics with any adjacent land uses; or
- The project would result in land use conflicts that are detrimental to the well-being and privacy of existing uses.

These thresholds are augmented by those contained in Section 4.1 (*Aesthetics/ Visual Resources*), Section 4.3 (*Air Quality*), Section 4.10 (*Noise*), 4.11 (*Recreation and Open Space*), and 4.12 (*Transportation and Circulation*), which are issues that relate directly to land use compatibility.

## PROJECT IMPACTS AND MITIGATION MEASURES

**Impact LU-1: The project would result in a change in character of the site and the scale of development on the site, which would present potential quality of life compatibility issues. This impact would be significant (Class I).**

The KS18 open space was set aside in Southpoint Estates project and in the OCP to offset loss of open space impacts in the Orcutt area. Impacts from conversion of open space to development include aesthetic/visual resources impacts (e.g., loss of scenic open space views, night-lighting, etc.), noise impacts (e.g., increase/change in type/duration of noise from development versus undeveloped open space), recreational impacts (e.g., loss of recreational opportunities, including parkland) and traffic impacts (e.g., increased congestion/turning movement delays at area intersections). Sections 4.1 (*Aesthetics/Visual Resources*), 4.9 (*Noise*), and 4.11 (*Recreational and Open Space*), and 4.12 (*Transportation and Circulation*) identify significant impacts that would result from the project and mitigation that, when considered in total, would provide partial mitigation for significant quality of life impacts. (Class I)

**Impact LU-2: The project would be potentially consistent with the applicable policies and development standards in the OCP, which were adopted for the purpose of avoiding or mitigating significant environmental effects, subject to standard conditions and implementation of mitigation measures identified in Sections 4.1 through 4.13 and . Therefore, this impact would be potentially significant, but mitigated to a less than significant level (Class II).**

This section provides a preliminary analysis of the project's consistency with goals, policies, actions, and development standards in the Santa Barbara County Comprehensive Plan and the Orcutt Community Plan (OCP) that are applicable to the various components of the project and to development of OCP Key Site 18 (KS18). Although policy consistency determinations would not result in direct impacts to the physical environment beyond the potential impacts identified and addressed in other sections of this EIR, the policy consistency discussion is provided for informational purposes.

With respect to each of the identified goals, policies, actions and development standards in Table 4.8-2, the project is described as "potentially consistent" (the project could directly implement the policy or would not hinder implementation of the policy) or "potentially inconsistent" (the project may hinder implementation or directly conflicts with the policy). As identified in Table 4.8-2, a preliminary review of the project's consistency with the General Plan indicates the project would be potentially consistent with the General Plan, including the OCP.

It should be noted that the discussion below is intended to guide policy interpretation but is not intended to replace the County decision-making process. A final determination of the project's consistency with applicable County goals, policies, actions, and development standards will be made by County decision-makers when they act on the project. Because the project involves amendments to the General Plan, the Planning Commission will provide a recommendation to the Board of Supervisors and the Board of Supervisors will be the final decision maker.

### ***Santa Barbara County Comprehensive Plan***

The County's Comprehensive Plan is a long-range plan that serves as a guide for the physical development of unincorporated Santa Barbara County. The Comprehensive Plan is comprised of several topical parts or elements, including a Coastal Land Use Plan and Agricultural, Circulation, Conservation, Energy, Environmental Resources Management, Hazardous Waste, Housing, Land Use, Noise, Open Space, Seismic Safety and Safety, and Scenic Highways elements. The Comprehensive Plan also includes local community plans, including the OCP, which applies to Key Site 18.

The Comprehensive Plan includes goals, policies, and implementation measures that provide a general framework for County-wide development.

#### Mitigation Measures Subject to Change

In some instances, the consistency discussion in Table 4.8-2 references mitigation measures from environmental issue area sections 4.1 through 4.13 of the Draft OASIS EIR. The Draft EIR mitigation measures may be modified in response to comments received during the Draft EIR public review and comment period, in response to Planning Commission recommendations, and by the Board of Supervisors. If the Board of Supervisors approves the project requests, mitigation measures in the proposed Final EIR would be incorporated as conditions of approval, unless the Board finds specific measures to be unnecessary, infeasible, or if the Board determines that alternative mitigation is appropriate.

#### Table 4.8-2 Consistency Discussion Subject to Change

As identified with regard to mitigation measures, the preliminary policy consistency discussion in Table 4.8-2 is subject to change in response to input received from the applicant, the public, and other departments/agencies during the Draft EIR public review and comment period. Any updates to the consistency discussion will be incorporated into the proposed Final EIR and Planning Commission staff report. As noted above, the Board of Supervisors will be the final decision-maker on the project requests and, therefore, the Board will make the final determination regarding the project's consistency with applicable regulations.

**Table 4.8-2 Applicable General Plan / County Land Use and Development Code Preliminary Consistency Analysis**

<b>ORCUTT COMMUNITY PLAN (OCP)</b>	
<b>LAND USE - GENERAL</b>	
<p><b>GOAL:</b> Accommodate growth within available resources and service capacity, provide a range of housing types affordable to all Orcutt residents, provide a range of commercial and industrial uses which promote orderly economic development, improve the balance between jobs and housing, protect agriculture, provide recreation and open space, protect natural resources, preserve Orcutt's "semi-rural" character, balance the needs of the future with the needs of existing residents, and provide fiscal balance in public infrastructure.</p> <p><b>Policy LU-O-2:</b> The Development Standards contained within this Plan shall be utilized to implement the policies of the Plan. Each of these standards shall be applied to the project under review unless the standard would be inapplicable, ineffective or preclude reasonable development and/or other equivalent standards have been developed as part of project approval which implement the goals and policies of this plan.</p> <p><b>Policy LU-O-3:</b> The County shall require that adequate resources and service capacity are available to accommodate the growth identified within this Plan.</p>	<p>The discussion of applicable OCP policies and development standards below addresses the direction of this OCP Land Use “Goal” and Policy LU-O-2. The policy consistency discussion which follows evaluates the effects of growth and specifically applies the OCP development standards in evaluation of the proposed OASIS project requests. A determination of consistency is included with each discussion.</p> <p>The GPA, Recorded Map Modification, Government Code Consistency finding and Lot Line Adjustment cases do not propose and would not result in approval of additional development beyond that identified in the DP/CUP requests and any additional development enabled by these requests would be subject to separate environmental review and policy consistency analysis specific to such future requests.</p> <p><b>Potentially Consistent:</b> The project would result in increased development on KS18 beyond that identified in the OCP, as the project proposes development on property currently designated in the OCP for open space and a potential public park. EIR Sections 4.1 -4.13 address the adequacy of resources and services to accommodate growth that would result from the proposed development project. Implementation of the mitigation measures in EIR Sections 4.1-4.13, including but not limited to can and will serve letters for water and sewer (Laguna County Sanitation District has adequate sewer line and treatment capacity), purchase of supplemental water (supplemental water is available for purchase from the City of Santa Maria) to offset increased water demand, construction of project proposed road improvements and payment of development impact fees to ensure the project contributes its fair share to address road improvements needed to accommodate traffic from cumulative development, and to fund needed County Sheriff and County Fire services. Therefore, adequate resources and service capacities would be available to accommodate the project.</p>

**Section 4.8 Land Use and Planning**

<p><b>Policy LU-O-8:</b> <i>In order to preserve the semi-rural character of Orcutt, protect natural resources, and avoid development in hazardous areas, the County shall provide for large useable areas of (public or private) open space within the community. Appropriate planning tools should be explored and adopted which provide for the clustering or relocation of development from hazardous, environmentally sensitive or visually prominent areas, or other sites which are deemed unsuitable for development, to areas appropriate for development.</i></p>	<p><b>Potentially Consistent:</b> The open space portion of Key Site KS18 totals approximately 35 acres, of which approximately 8.5 acres is designated for a future public park (Orcutt Creek Park). This 35-acre portion of the 39.73- acre KS18 was identified for open space to protect natural visual and biological resources along the Orcutt Creek riparian corridor and adjacent level grassland and steep slopes along the northern and southern boundaries. The property includes scenic views into the open space in an otherwise densely developed urban area with gateway views as travelers approach Old Town Orcutt from the east. The proposed project includes amendments to the OCP to remove the development restrictions on the OASIS portion of Key Site 18 to accommodate the proposed OASIS project on 5.28 acres of the area currently designated for park and open space uses. Approximately 30 of the 35 acres designated for open space on KS18 would remain designated for open space (~86%), providing a sufficient large area of open space within the community.</p>
<p><b>Policy LUR-O-2:</b> <i>Future growth and development shall occur in a manner which minimizes construction related impacts on the community.</i></p>	<p><b>Potentially Consistent:</b> The project would be consistent with LUR-O-2, subject to mitigation identified in Sections 4.1 through 4.13 of the EIR which would be incorporated as conditions of approval. These conditions include, but are not limited to, restricted hours for loud construction activities from 7:00 A.M. to 4:00 P.M., no weekends or holidays, to implement an approved erosion control plan and fugitive dust control measures, and to maintain the site free of garbage, etc.</p>
<p><b>Policy LUC-O-5:</b> <i>All commercial and industrial projects shall minimize impacts to adjoining residences, businesses and open space areas.</i></p>	<p><b>Potentially Consistent:</b> Mitigation measures identified throughout Section 4 of the EIR would minimize but not avoid impacts to adjoining residences, Old Town businesses, and the Key Site 18 open space. Mitigation identified in the issue area discussions include but are not limited to measures that would minimize impacts related to:</p> <ul style="list-style-type: none"> <li>• Biological resources within the Key Site 18 open space;</li> <li>• Noise from project operations and activities;</li> <li>• Scenic views of the natural open space along Orcutt Creek;</li> <li>• The visual character of the Key Site open space and adjacent residential and Old Town commercial setting;</li> <li>• Water quality in Orcutt Creek;</li> <li>• Traffic and circulation;</li> <li>• Air Quality and generation of Greenhouse Gases;</li> <li>• Open Space and Recreation;</li> <li>• Public Services and Utilities; and</li> <li>• Geology, erosion/sedimentation</li> </ul> <p>Therefore the project would be consistent with Policy LUC-O-5.</p>

**Section 4.8 Land Use and Planning**

<p><b>DevStd LUC-O-5.1:</b> <i>Rooftop mechanical structures shall be minimized. Where they cannot be avoided (e.g., vents, air conditioning, etc.), they shall be shielded from view from surrounding roadways and residences through architectural design, camouflage housing, or other appropriate methods.</i></p>	<p><b>Potentially Consistent:</b> Mechanical equipment would be located in a “well” on both buildings’ roofs to provide shielding, and the solar panels would lay relatively flat on the roofs of both buildings (see Main Building and BBQ Building Roof Plans, in Section 2.0). Due to the site’s elevation in the valley along Orcutt Creek, the property sits well below the elevation of surrounding developed properties and public roadways. The design and location of the mechanical equipment in “wells”, near the center of the roof, and the distance between the flat rooftop solar panels and adjoining residences/businesses would also reduce visibility of the rooftop mechanical equipment from surrounding roadways and residences, consistent with the intent of this development standard.</p>
<p><b>DevStd LUC-O-5.2:</b> <i>Project design shall minimize long-term operational noise exposure to residences in close proximity to the site through limited, posted delivery hours (between 6 am to 8 pm) and soundwall(s) along site boundaries where appropriate, or through other measures which provide equivalent noise reduction. Additional noise reduction measures such as loading only on sides of buildings not adjacent to residences or below-grade delivery bays shall be considered. All noise-generating equipment (including delivery trucks) shall be enclosed and/or shielded to the maximum extent feasible to reduce noise levels.</i></p>	<p><b>Potentially Consistent:</b> Consistent with this development standard, EIR section 4.9 includes mitigation measures to minimize exposure of sensitive receptors, including residential neighbors, to noise from deliveries, outdoor barbecues, weddings, music, amplification of the human voice and musical instruments, as well as other large group activities. Mitigation includes timing restrictions for certain noise generating activities and maximum noise levels, including but not limited to timing restrictions for specific activities.</p>
<p><b>DevStd LUC-O-5.3:</b> <i>All exterior lighting features used within 100 feet of residential areas, designated Open Space areas and surrounding biologically sensitive areas shall be directed away from adjacent units and habitat. Hoods shall be installed on lighting fixtures to prevent "spill-over" into adjacent residences and habitat areas when deemed necessary by P&amp;D. Decorative lighting shall utilize low intensity sources.</i></p>	<p><b>Potentially Consistent:</b> Exterior lighting features are not proposed within 100 feet of residential areas, but may be proposed within 100 feet of designated Open Space and biologically sensitive areas. The OASIS property is surrounded by designated open space and biologically sensitive areas (including Orcutt Creek riparian habitat and oak trees along the southern property line). EIR Section 4.3, Biological Resources, includes mitigation requiring exterior lighting within 100 feet of open space and biologically sensitive areas to be hooded and directed away from adjacent habitat consistent with this development standard.</p>

<b>KEY SITE 18</b>	
<p><b>Policy KS18-1:</b> Key Site 18 is designated Res 3.3 and zoned DR 3.3 on APNs 105-020-18 and -22; designated General Commercial and zoned OT-GC along Park Avenue (APNs 105-020-38 and -41 and the southernmost 1/3 acre of APN 105-020-63); and designated Open Space and zoned REC on the remaining parcels, as shown on Figure KS18-1 Any proposed development on Key Site 18 shall comply with the following development standards,</p> <p><b>DevStd KS18-1:</b> The entire site, with exception of the residential and commercial areas noted in Policy KS18-1 above, shall remain in natural, undeveloped open space. On parcel 105-020-22, the open space shall include the area extending 50 feet from the top of the northern bank of Orcutt Creek. No development other than the proposed park, retention basin, and Class I bikepath/multi-use trail shall be permitted within the open space.</p>	<p><b>Potentially Consistent</b> The project would retain the Open Space land use designation and REC zoning, consistent with Policy KS18-1. With regard to DevStd KS18-1, the project includes a General Plan Amendment (GPA) to amend this development standard to accommodate the proposed project, as follows:</p> <p><i>The entire site, with exception of the residential and commercial areas noted in Policy KS18-1 above, and the portions of APNs 105-020-063 and 105-020-064 proposed for non-profit meeting facilities under the REC zone (see OASIS Center site plan), shall remain in natural, undeveloped open space. On parcel 105-020-22, the open space shall include the area extending 50 feet from the top of the northern bank of Orcutt Creek. No development other than the proposed park, retention basin, and Class I bikepath/multi-use trail shall be permitted within the open space.</i></p> <p>Therefore, the project would be consistent with this policy and development standard, subject to approval of the GPA by the Board of Supervisors .</p>
<p><b>DevStd KS18-2:</b> All development allowed on APNs 105-020-18 and -22 shall occur only on APN 105-020-22; an Open Space easement shall be placed on APN 105- 020-18 for the benefit of the residents of APN 105-020-22 to ensure that no development will be allowed on this parcel in the future.</p>	<p><b>Potentially Consistent:</b> The project does not include development on APN 105-020-018. However, the Preliminary Grading Plan indicates that grading would abut, but not extend onto the southern tip of this parcel. This parcel is not a part of the project. The parcel is located within the Orcutt Creek riparian corridor and DevStd KS18-2 directs that no development be permitted on this parcel. Therefore, the project conditions would require the final grading plan exclude all grading, equipment, and materials from this parcel and require the erosion control plan to specifically address earthwork in proximity to the parcel to ensure no erosion/sedimentation or transport of degraded runoff onto APN 105-020-018 during grading operations or from long-term use of the proposed road.</p>
<p><b>DevStd KS18-4:</b> The route for the multi-use public trail/bikepath shall be sited south of Orcutt Creek and designed to minimize the loss of significant vegetation. The northern side of the path should be revegetated with appropriate riparian vegetation and the southern side shall be planted with oaks throughout the segment which crosses the proposed park.</p>	<p><b>Potentially Consistent:</b> With implementation of mitigation in Section 4.3 (Biological Resources), including required restoration, and Section 4.11 (Recreation and Open Space), including trail/bikeway mitigation, the project would be consistent with DevStd KS18-4.</p>
<p><b>DevStd KS18-6:</b> The developer of commercial uses shall construct a raised center median and planter on Clark Avenue between Foxenwood Lane and Dyer Street which includes left-hand turn pockets serving commercial development along Clark Avenue, Foxenwood Lane, Norris Street, and Twitchell Street. The entire length of the center median shall be landscaped with drought tolerant street trees, shrubs, groundcover and decorative flatwork acceptable to County Public Works and P&amp;D, or shall be consistent with the standard established by the landscape/median maintenance district. Trees shall be of</p>	<p><b>Potentially Consistent:</b> The project road improvement plans include a median that is designed to match the median approved for the LeBard commercial project (06LUP-00001-00982, 16LUP-00000-00141, and 19LUP-00000-00099). The proposed median design is 93-feet long and is located between the western end of the proposed westbound left turn pocket on Clark Avenue and Norris Avenue. The median does not include landscaping. The approved LeBard project frontage improvements reduce the available Clark Avenue road right of way on the north side of Clark Avenue and there is existing</p>

**Section 4.8 Land Use and Planning**

<p><i>sufficient height at maturity and spacing to provide a partial canopy over Clark Avenue. The developer shall be responsible through a bond for maintaining the new landscaping for a period of 3 years or until such time as the County determines it is "established" or adopts a landscape maintenance district, whichever occurs first.</i></p>	<p>curb, gutter, sidewalk and a retaining wall on the south side of Clark Avenue in the location of the proposed median. In addition, Public Works has confirmed that trees in the median just east of Norris could interfere with line of sight for vehicles turning left onto Clark Avenue from Norris. Given limited available median width due to the existing approved project and line of sight concerns, the project would be conditioned to incorporate drought plantings to the extent feasible, with species acceptable to Public Works, as well as decorative flatwork.</p>
<p><b>DevStd KS18-7:</b> <i>Development on the eastern portions and the Clark Avenue frontage of this site shall adhere to the "gateway" policies found in the Visual Resources section of this Plan. This gateway treatment shall include landscaping on the perimeter of parcel 105-020-41 sufficient to screen any development on this parcel from the westbound travel lanes along Clark Avenue at the Hwy 135 off-ramp.</i></p>	<p><b>Potentially Consistent:</b> This standard is more applicable to development abutting Clark Avenue and Foxenwood Lane, including the approved LeBard commercial development. OASIS project development is proposed at an elevation below Clark Avenue and Foxenwood Lane, within the Orcutt Creek valley. Project components that would be located near the Clark Avenue frontage would be limited to the off-site directional sign and the improved access driveway. Landscaping would be provided on both sides of the access road and Section 4.1 (Aesthetics/Visual Resources) includes mitigation to minimize any adverse visual impacts associated with the proposed sign. Therefore, the project would be consistent with this development standard.</p>
<p><b>DevStd KS18-8:</b> <i>The area on the north facing slope immediately south and east of the park access road and parking area shall be landscaped with native shrubs of sufficient height to block views of the paved area from the north.</i></p>	<p><b>Potentially Consistent:</b> Mitigation included in Section 4.1 (Aesthetics/Visual Resources) requires review and approval of a landscape plan which addresses the road and parking areas consistent with DevStd KS18-8.</p>

<b>FIRE</b>	
<p><b>Policy FIRE-O-1:</b> <i>The County shall strive to provide adequate fire protection service for the residents of Orcutt.</i></p> <p><b>Action FIRE-O-1.1:</b> <i>As funds become available, the County shall maintain the fire fighter/ population ratio as set by the Board of Supervisors.</i></p> <p><b>Policy FIRE-O-2:</b> <i>Fire hazards in Orcutt shall be minimized in order to reduce the cost of/need for increased fire protection services and to protect the natural resources in undeveloped open space areas.</i></p> <p><b>DevStd FIRE-O-2.2:</b> <i>The County shall require two routes of ingress and egress for development unless the Fire Department waives this requirement based upon substantial evidence that public safety will not be compromised. Emergency access and egress routes are not required to be paved or meet width standards for normal roadways. (Amended by Res. 01226, 7/10/01)</i></p>	<p><b>Potentially Consistent:</b> Santa Barbara County Fire Department (SBCFD) has reviewed the project and determined that the project is located in an urban area, not located within or near a high fire hazard area, and the project does not generate significant hazards. The fire fighter to population ratio set by the Board of Supervisors (1 firefighter to 4,000 residents served) is currently exceeded. However, the project is required to pay development impact fees to SBCFD to ensure the project contributes its fair share contribution toward meeting cumulative increases in demand for fire protection services.</p> <p>SBCFD has determined that the single point of vehicle access is acceptable given the project location in an urban area and in close proximity to a public road. The project driveway would be conditioned to meet SBCFD standards and the driveway is relatively short, straight and not surrounded by dense vegetation, facilitating emergency vehicle ingress and egress in the event of a fire emergency. Therefore the project is consistent with these standards.</p>
<p><b>Policy FIRE-O-3:</b> <i>The use of fuelbreaks in Orcutt shall be minimized, and where fuelbreaks are necessary they shall be sited to minimize disruption of significant natural resources.</i></p> <p><b>DevStd FIRE-3.1:</b> <i>Fuelbreaks should incorporate perimeter roads and yards to the greatest extent feasible. (See Section IV.B (Biology) for additional firebreak standards)</i></p> <p><b>DevStd FIRE-3.2:</b> <i>To the maximum extent feasible, fuelbreaks shall not be constructed through riparian or wetland areas or result in the removal of healthy specimen oaks. Within fuelbreaks, treatment of oak trees shall be limited to limbing the branches up to a height of 6 feet, removing dead wood, and mowing the understory. Where specimen oaks have multiple trunks, all trunks shall remain.</i></p>	<p><b>Potentially Consistent:</b> SBCFD would require vegetation management within 100 feet of onsite structures. Part of this management zone would include the proposed Class I Bikeway/Orcutt Creek Trail, which would serve as a fuel break. Because the structures would be located more than 100 feet from the riparian corridor and existing oak trees, vegetation management/fuel breaks would not intrude into the riparian area nor would vegetation management impact existing oak trees. Therefore, the project would be consistent with these fire protection standards.</p>
<b>PARKS/RECREATION/TRAILS/OPEN SPACE</b>	
<b>Parks</b>	
<p><b>Policy PRT-O-1:</b> <i>Diverse passive and active recreational activities shall be developed in Orcutt.</i></p> <p><b>DevStd PRT-O-1.1:</b> <i>To the maximum extent feasible and consistent with applicable law, development on sites with identified proposed public parks shall dedicate and, where appropriate, construct such facilities.</i></p> <p><b>DevStd PRT-O-2.1:</b> <i>Except for active recreation areas and other essential lawn space, park landscaping should consist of drought tolerant species. Appropriate native plants shall be utilized along park boundaries adjacent to passive undeveloped open space areas.</i></p>	<p><b>Potentially Consistent:</b> The project requests would allow for development/use of a new OASIS Senior Center on 5.28 acres of the total 8.5 acres identified in the OCP for a future Orcutt Creek Park. Consistent with PRT-O-1 and PRT-O-1.1, the project would provide passive and active recreational activities/facilities, including onsite senior exercise classes and provision of a segment of the Orcutt Creek Trail, including Class I Bikeway.</p> <p><b>Potentially Consistent:</b> Mitigation in Section 4.3 (Biological Resources) requires landscaping to consist of drought tolerant, native plants, except for compatible non-invasive species near the buildings (including lawn areas) consistent with this development standard.</p>

<b>Trails</b>	
<p><b>Policy PRT-O-4:</b> <i>The County Park Department and other agencies or groups pursuing implementation of the trail system shall use the Orcutt Multiple Use Trails Plan and its Trail Siting and Design Guidelines to guide future trail development and implementation.</i></p> <p><b>Prog PRT-O-4.1:</b> <i>Planning &amp; Development and the County Park Department shall implement the Orcutt Multiple Use Trails Plan, including the Trail Siting Guidelines, by requiring, to the maximum extent feasible, development projects to dedicate, and where appropriate, construct designated trails. The County shall also pursue other methods to acquire and construct the trail system, including the use of grants and community volunteers.</i></p> <p><b>DevStd PRT-O-4.2:</b> <i>Development shall comply with the Trail Siting Guidelines as set forth in the Orcutt Multiple Use Trails Plan.</i></p> <p><b>DevStd PRT-O-4.3:</b> <i>Development on sites with identified trail corridors (PRT-6 map) shall include, where appropriate, the construction and assurance of the fitness of designated trails for two years, at which time the County Park Department would assume maintenance responsibility. Where immediate construction is not required, a construction bond shall be required.</i></p> <p><b>DevStd PRT-O-4.4:</b> <i>Trails should cross primary, and where appropriate secondary, roadways at controlled intersections. Trails located within an urban area may be included within the sidewalk system where appropriate. Trails in natural undeveloped open space areas, except Class I bikeways and emergency access routes, shall be limited to 6 feet in width.</i></p> <p><b>Policy OS-O-5:</b> <i>The County shall encourage public use of trails and recreation facilities within designated open space areas consistent with protection of natural resources. Such public trails and recreation facilities shall be sited and designed to reduce conflicts with adjacent private property through use of unobtrusive fencing, landscape screening, appropriate setbacks, signage, etc.</i></p>	<p><b>Potentially Consistent:</b> OASIS proposes to construct a segment of the proposed Class I Bikeway/Orcutt Creek Trail, between the west side of Foxenwood Lane near the project driveway entrance and the northwest corner of the OASIS property (see Figures 2-17 <i>Overall Site Plan</i> and Figure 2-32 <i>Preliminary Grading Plan</i>). On the eastern end, a separated pedestrian path would be located south of the proposed driveway, and a Class II bikeway would be located within the paved width of the access driveway (4' bikeway on each side of the driveway). Where the driveway reaches OASIS's eastern property line, the trail would cross the driveway and be located within a proposed 12-foot Class I Bikeway easement, with the pedestrian component of the Orcutt Creek Trail proposed as two-foot shoulders on either side of the proposed 8-foot Class I Bikeway (the minimum allowed width). The route is proposed to follow the eastern property line north toward Orcutt Creek, turning west at OASIS's northern property line and terminating at OASIS' western property line. Boulevard.</p> <p>Mitigation included in Section 4.11 (Recreation and Open Space) includes requirements for the final bikeway/trail, including but not limited to:</p> <ul style="list-style-type: none"> <li>• The location must resolve the conflict between the proposed bikeway/trail easement location and the applicant's recently granted access easement to the adjacent property owner;</li> <li>• The design and restoration plantings must be consistent with the <i>Orcutt Multiple Use Trails Plan and its Trail Siting and Design Guidelines</i>, including design which provides setback from Orcutt Creek, protection of riparian habitat;</li> <li>• Approval by Public Works (bikeway) and County Parks (trail) in addition to P&amp;D.</li> <li>• Approval of plantings by County Fire to ensure consistency with vegetation fuel management requirements.</li> </ul> <p>Compliance with Section 4.11 mitigation would ensure feasibility of the OCP Class I Bikeway/Orcutt Creek Trail segment in a location that would be accessible to the public in the long-term. The project would therefore be consistent with these policies and development standards.</p> <p>The bikeway/trail would be constructed between the OASIS driveway entrance on Foxenwood Lane and the northwest corner of the OASIS property. It would not extend further west to provide a connection to Broadway/California Boulevard. Since the bikeway/trail would not cross any roads, DevStd PRT-O-4.4 would not be applicable.</p>

<b>OPEN SPACE</b>	
<p><b>Policy OS-O-1:</b> When considering approval of development projects within or adjacent to areas identified for potential public open space (see Table 21), the County shall review the appropriate mix of public and/or private open space, and to the maximum extent feasible require dedication of contiguous areas identified as a priority for public acquisition as public open space based on the following criteria:</p> <ul style="list-style-type: none"> <li>• location within designated open space corridors and proximity of adjacent open space;</li> <li>• the criteria and intent of the PRD zone district;</li> <li>• demonstration of rough proportionality between the level of permitted development, its associated impact, and the open space dedication, consistent with applicable laws.</li> </ul> <p><b>Policy OS-O-2:</b> The County's priority for acquisition of public open space is on PRD sites within and adjacent to areas identified for potential public open space (see Table 21). The County should consider acceptance or acquisition of public open space in other zone districts based on the criteria in Policy OS-O-1, the importance of the site's natural resources and recreation potential, and the level of public and property owner interest.</p>	<p><b>Potentially Consistent:</b> The project would be consistent with these policies if the Board of Supervisors determines that the project requests include the appropriate mix of public and/or private open space and that the property is not a priority for acquisition, based in part on changed circumstances, including the proposed use of the property as a senior meeting center.</p>
<p><b>Policy OS-O-3:</b> Private open space within designated open space corridors shall be sited, designed, and managed to protect the natural resources and/or recreation potential of these corridors, consistent with the Open Space, Park, Recreation &amp; Trails, and Biological Resource policies of this Plan.</p> <p><b>DevStd OS-O-3.1:</b> Where lands within open space corridors remain in private open space, at the time of discretionary development approval the County should consider acquiring open space easements or using other mechanisms to ensure management of the natural resources in these corridors consistent with the goals of the Open Space Plan.</p>	<p><b>Potentially Consistent:</b> Compliance with mitigation measures identified in EIR sections 4.3 (Biological Resources) and 4.11 (Recreation and Open Space), including measures which require compatible native species/no invasive species in the landscape plan, lighting directed away from habitat areas, rental activities limited to building and outdoor landscaped areas, parking limited to parking spaces, etc, would ensure that the undeveloped portions of the proposed OASIS facility/grounds would be consistent with Policy OS-O-3 and DevStd OS-O-3.1.</p>
<p><b>Policy OS-O-4:</b> Development adjacent to, or within designated open space areas, shall be sited and designed to protect and enhance the natural resources of these areas, and accommodate appropriate recreation opportunities as identified in the Parks, Recreation &amp; Trails section of this Plan.</p> <p><b>DevStd OS-O-4.1:</b> Prior to project approval for any development within or adjacent to an open space area, a determination must be made that the proposed development is consistent with all applicable open space policies of the Orcutt Community Plan, the OCP Open Space Map, as well as the regulations of the base zone district.</p>	<p><b>Potentially Consistent:</b> Mitigation identified in Section 4.11 (Recreation and Open Space) is required to ensure a segment of the OCP Orcutt Creek Trail with paved Class I Bikeway would be provided between Foxenwood Lane and across the OASIS property, ensuring no conflict with the existing access easement granted to adjacent APNs 105-020-060, -061, and -062, with sufficient area to also provide restoration plantings between the trail and the creek as required by the OCP. Thus, the project would be sited and designed to protect and enhance natural resources in the area and accommodate the trail/bikeway envisioned for this site.</p> <p>Approval of the requested General Plan Amendments to the Orcutt Community Plan, including amending the Open Space Map and the existing KS18 land use restrictions (to open space/park), would allow the project to be consistent with Policy OS-O-4 and DevStd OS-O-4.1.</p>

Section 4.8 Land Use and Planning

<p><b>DevStd OS-O-4.2:</b> Designated open space boundaries may be subject to minor adjustments inward or outward from the designated open space area on a case-by-case basis in order to allow for substantial improvements in project design, enhance fire safety buffers and ensure fire weed abatement, to protect visual qualities from and of adjacent open space areas or to capture historic or archaeological sites. The Orcutt Community Plan, EIR, and other available data (e.g., maps, studies, site observations) shall be used in determining the location, width, and extent of the open space boundary adjustment. Decision makers shall make a determination that such minor boundary adjustments would be consistent with the overall goals of the Open Space Plan and History/Archaeology policies, and would avoid disruption of significant natural resources and recreation opportunities located within designated open space areas.</p>	<p><b>Potentially Consistent:</b> The project would be consistent with this development standard subject to the Board of Supervisors approval of the requested amendments to the OCP and modifications to the Southpoint Estates Tract Map conditions and related determination by the Board that the boundary change is minor and would retain approximately 30 of the 35 acres for open space and park land uses and that the proposed development area would meet setback requirements from Orcutt Creek.</p>
<p><b>DevStd OS-O-4.3:</b> No structures shall be located within a designated open space area with the exception of: related structures necessary for the provision of active and passive recreation opportunities that would not adversely affect open space areas, and flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety (including retention basins). Culverts, crossings, roads, pipelines, fences, and bridges may be permitted when no alternative route or location is feasible, or where other constraints or site design considerations (e.g., public safety) would require such structures.</p>	<p><b>Potentially Consistent:</b> The project would be consistent with this development standard subject to Board approval of the OCP amendments and Southpoint Estates Recorded Map modifications, based on a determination that the proposed structures are necessary to provide for the active and passive recreational opportunities proposed as part of the OASIS project and that the structures are clustered and would not adversely affect KS18 open space areas.</p>
<p><b>Policy OS-O-6:</b> The County should acquire the open space lands prioritized for public acquisition through dedication by working with property owners and interested groups, or through purchase. Where dedication is required, the County shall offset fees as required. If dedication is not required, the County may consider purchase, use of the TDC program or permitting the property to remain as private open space, consistent with the standards of this plan for natural resource protection and provision of passive and active recreation opportunities.</p>	<p><b>Potentially Consistent:</b> The majority of the KS18 acreage identified in the OCP as open space/noncommercial recreation/park land would remain in private open space (85%), setback from the Orcutt Creek riparian buffer and over 3 acres of KS18 could still be accommodate the active recreational amenities identified in the OCP for Orcutt Creek Park.</p>
<p><b>Policy OS-O-9:</b> The County shall encourage restoration and enhancement of degraded habitats within natural undeveloped open space areas.</p>	<p><b>Potentially Consistent:</b> Mitigation measures in Section 4.11 (Recreation and Open Space) and Section 4.3 (Biological Resources) require restoration plantings to reduce project impacts, consistent with mitigation identified in the OCP EIR and the <i>Multi-Use Trails Plan &amp; Trails Siting Guidelines</i>. Restoration plantings are required to reduce direct effects of access road grading within the riparian canopy of Orcutt Creek/wildlife corridor and to reduce indirect effects of increased human activities, noise, lighting etc. on the existing wildlife habitat/corridor on KS18 from project grading/construction and long-term use. (Restoration is also consistent with required restoration of approximately 2 acres of Orcutt Creek to reduce impacts of developing 8.5 acres of KS18 with a future park, of which OASIS. includes 5.28 acres)</p>

<b>POLICE</b>	
<p><b>Policy PP-O-1:</b> <i>The County shall strive to provide adequate police protection for residents within the OPA.</i></p> <p><b>Action PP-O-1.5:</b> <i>The Sheriff Department shall strive to maintain a 5-minute response time to all urban areas of Orcutt and should consider retaining the sub-station in Orcutt.</i></p> <p><b>Action PP-O-1.6:</b> <i>P&amp;D shall give the Sheriff Department the opportunity to review development projects with substantial open space to determine the adequacy of public safety measures.</i></p>	<p><b>Potentially Consistent:</b> The County Sheriff’s Office has reviewed the proposed project and provided input regarding safety and security, particularly with regard to use of the property for rental activities. Mitigation has been included in response to their input, as discussed in EIR Section 4.5 (Fire and Police Services), which requires security/traffic control for activities involving more than 100 people onsite. In addition, the project would be subject to payment of development impact fees to address the project’s fair-share contribution toward provision of adequate police protection, including striving to maintain a 5-minute response time in the Orcutt Planning Area. Therefore, the project would be consistent with these standards.</p>
<b>RESOURCE RECOVERY</b>	
<p><b>Policy RR-O-1:</b> <i>Resource conservation and recovery shall be implemented in Orcutt to divert the waste stream from area landfills to the maximum extent feasible.</i></p> <p><b>DevStd RR-O-1.3:</b> <i>All multi-family residential areas and commercial/industrial projects shall establish a recyclable material pickup area (i.e., recycling bins, loading dock) where collection of currently accepted recyclable materials could be accommodated.</i></p> <p><b>DevStd RR-O-1.4:</b> <i>Developers shall provide recycling bins at all construction sites, where collection of currently accepted recyclable construction materials could be accommodated.</i></p> <p><b>Action RR-O-1.5:</b> <i>The County shall encourage developers to use recycled building materials such as composites, metals, and plastics, to the greatest extent feasible.</i></p> <p><b>Policy RR-O-2:</b> <i>The County shall strive to ensure that adequate solid waste services are available to accommodate expected growth in Orcutt.</i></p>	<p><b>Potentially Consistent:</b> The project would not exceed solid waste thresholds and therefore the EIR does not require solid waste mitigation measures. However, the project proposal and standard practice for all development projects is to incorporate recyclable material pickup into the design of the development trash area and provision of recycling bins onsite during the construction period. In addition, the applicant is proposing use of recycled building materials where financially feasible. Therefore, the project would be consistent with these standards.</p>

<b>SEWER/WASTEWATER</b>	
<p><b>Policy WW-O-1:</b> <i>The County shall strive to ensure development of adequate sewer facilities necessary to service projected growth.</i></p> <p><b>Policy WW-O-2:</b> <i>Prior to discretionary approval of new development, the County shall make a finding that there will be adequate capacity and availability for LCSD to serve the new development. (Amended by Res. 01-226, 7/10/01)</i></p> <p><b>DevStd WW-O-2.1:</b> <i>Prior to the discretionary approval of new development, the developer shall identify all additional facilities required to adequately collect, convey, treat and dispose of the sewage effluent from the development. (Added by Res. 01-226, 7/10/01)</i></p> <p><b>DevStd WW-O-2.3:</b> <i>A “Can and Will Serve Letter” from LCSD will be found adequate for recording of maps or issuance of land use permits (including permits for development of preexisting lots) only if the letter demonstrates:</i></p> <ul style="list-style-type: none"> <li>• <i>LCSD’s effluent, including the effluent from the proposed project, will not exceed the discharge standards established by the Regional Water Quality Control Board;</i></li> <li>• <i>Adequate disposal capabilities exist at the plant or through agreement with the City of Santa Maria (providing that treatment and disposal by the City does not further degrade the underlying groundwater quality) to serve the project(s); and</i></li> <li>• <i>Existing or planned and funded transmission lines have available capacity to serve the project(s).</i></li> </ul> <p><b>DevStd WW-O-2.4:</b> <i>At the time of discretionary approval, the County shall condition the recordation of the final map or issuance of LUP’s on provision of an adequate “Can and Will Serve” letter from LCSD. (Added by Res. 01-226, 7/10/01)</i></p>	<p><b>Potentially Consistent:</b> As discussed in EIR section 4.10 (Public Services), wastewater services would be provided by Laguna County Sanitation District (LCSD), which has sufficient capacity to serve the project. LCSD is not exceeding 75% of the plant’s design capacity and additional wastewater from the OASIS project would not substantively increase the treatment volumes. In addition, LCSD has developed a Master Plan that addresses a future capacity expansion to accommodate full buildout of the OCP (M. Wilder, LCSD).</p> <p>As part of the standard development review regulatory process, the applicant would be required to provide a final “can and will” serve letter from LCSD prior to zoning clearance. Therefore, the project would be consistent with these policies and development standards.</p>
<p><b>Policy WW-O-3:</b> <i>The County shall encourage the LCSD to continue to actively pursue methods to reduce the TDS level of the influent flow entering the plant and reduce TDS levels in effluent flow.</i></p> <p><b>DevStd WW-O-3.1:</b> <i>All new commercial and industrial development which will contribute grease, oils, and/or chemicals to wastewater flows shall be fitted with onsite filtration consisting of charcoal filters or other methods approved by the LCSD to reduce site-specific discharge of these substances.</i></p>	<p><b>Potentially Consistent:</b> To reduce TDS levels, LCSD adopted an ordinance prohibiting self-regenerating (salt load) water softeners (County Code Chapter 29 Article III (Sec. 29-26.1)). As a result the OASIS facility would be prohibited from using self-generating water softeners. The OASIS buildings would have kitchen facilities and would therefore be subject to enrollment and compliance with the LCSD’s fats, oils, and grease (FOG) control program, including all requirements applicable to their specific facility. Therefore, the project would be consistent with these standards.</p>

Section 4.8 Land Use and Planning

<b>TRANSPORTATION</b>	
<p><b>Policy CIRC-O-3:</b> <i>The County shall maintain a minimum LOS (LOS) C or better on roadways and intersections within the Orcutt Planning Area, except that the minimum LOS shall be “D” for the following roadway segments and intersections:</i></p> <ul style="list-style-type: none"> <li>• <i>Foster Road and Highway 135 intersection</i></li> <li>• <i>Lakeview Road and Skyway Drive intersection</i></li> <li>• <i>Stillwell Road and Lakeview Road intersection</i></li> <li>• <i>All the Clark Avenue roadway segments and intersections between Blosser Road on the west and Foxenwood Lane on the east.</i></li> </ul>	<p><b>Potentially Consistent:</b> Orcutt area roadways and intersections would maintain acceptable levels of service (LOS D or better along Clark Avenue) with the existing + project + approved projects’ traffic, consistent with this policy.</p>
<p><b>Policy CIRC-O-4:</b> <i>A determination of project consistency with the standards and policies of the Orcutt Community Plan Circulation Section shall constitute a determination of consistency with LUDP#4 with regard to roadway and intersection capacity.</i></p>	<p><b>Potentially Consistent:</b> The discussion of consistency with circulation standards in this table confirms the project would be consistent with the OCP Circulation Section standards and policies. Therefore, the project would be consistent with LUDP#4 with regard to roadway and intersection capacity.</p>
<p><b>Policy CIRC-O-6:</b> <i>The County shall encourage development of all feasible forms of alternative transportation in the Orcutt/Santa Maria area.</i></p>	<p><b>Potentially Consistent:</b> There are no bus stops along Foxenwood Lane near the project driveway and the closest bus stops on Clark Avenue are located at Dyer and Orcutt Road (eastbound) and at Pacific Avenue and Orcutt Road (westbound). Given the distance and topographic difference between existing bus stops and the proposed building entrances, the existing bus stops are not convenient for many of the anticipated users of the OASIS facility. OASIS has indicated that many of their clients would use the Santa Maria Organization of Transportation Helpers (SMOOTH) senior dial a ride service. This service has the potential to double the number of vehicle trips, compared to members driving their own vehicles, unless the trips are shared (two trips to drop off and two drops to pick-up). As identified in section 4.1 (Air Quality) and section 4.7 (GHG/Climate Change), mitigation is identified for OASIS to provide shuttle service to reduce vehicle miles traveled and associated greenhouse gas emissions. Provision of shuttle service would be consistent with Policy CIRC-O-6.</p>
<p><b>Policy CIRC-O-8:</b> <i>The County shall ensure that the circulation system maintains the quality of life within residential neighborhoods in the Orcutt Planning Area to the greatest extent feasible.</i></p>	<p><b>Potentially Consistent:</b> The project’s traffic would primarily affect Clark Avenue and Clark Avenue intersections. The affected intersections and road segments are not located within residential neighborhoods. Therefore the project would be consistent with this policy.</p>
<p><b>Policy CIRC-O-10:</b> <i>Developers should be encouraged to pursue innovative measures to fully mitigate the transportation impacts associated with their projects</i></p>	<p><b>Potentially Consistent:</b> The project is incorporating road improvements within Clark Avenue and Foxenwood Lane to reduce project transportation impacts. In addition, see discussion of Policy CIRC-O-6 above regarding provision of shuttle service, which would reduce project-related vehicle trips, consistent with Policy CIRC-O-10.</p>
<p><b>Policy CIRC-O-11:</b> <i>If it is determined that a project may cause significant traffic impacts which generate the need for offsite traffic improvements that are not identified in the then current OTIP, the County shall condition any approval of the project to ensure that those improvements are funded and completed before issuance of final inspection. .</i></p>	<p><b>Potentially Consistent:</b> Mitigation in EIR Section 4.12 (Transportation) requires funding and implementation of the identified improvements (Clark median, eastbound left turn lane, restripe southbound Foxenwood Lane approach for left and right turn lanes, etc., ) to reduce project traffic impacts before occupancy clearance consistent with this policy.</p>

**Signalized Intersection Consistency Standards**

Intersection capacity is stated in terms of the proportion of the volume of traffic carried (V) to its design capacity (C); with a volume to capacity ratio (v/c) of 1.00 equal to LOS F, a v/c ratio of .90 equal to LOS E, on down to a v/c ratio of .70 equal to LOS C and a v/c ratio of .50 equal to LOS A.

1) Projects contributing Peak Hour Trips to intersections that operate at an Estimated Future LOS A shall be found consistent with this section of the Community Plan unless the project results in a change in v/c ratio greater than 0.20.

- For intersections operating at an Estimated Future LOS B, no project shall result in a change in v/c ratio greater than 0.15.
- For intersections operating at an Estimated Future LOS C, no ... change of v/c ratio greater than 0.10.
- For intersections operating at an Estimated Future LOS D, no ... change of v/c ratio greater than 0.03.
- For intersections operating at an Estimated Future LOS E, no change of v/c ratio greater than 0.02.
- For intersections operating at an Estimated Future LOS F, no ... change of v/c ratio greater than 0.01.

2) Where a project's traffic contribution does result in a measurable change in v/c ratio and also results in a finding of inconsistency with the above intersection standards, intersection improvements that are sufficient to offset project changes in v/c ratio, in excess of the applicable intersection standards above, shall be required in order to make a finding of consistency with the Community Plan.

3) These intersection standards shall also apply to projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at LOS worse than those allowed by the city's Circulation Element.

Unsignalized Intersection Consistency Standards

1) Projects contributing peak hour trips to unsignalized intersections that operate at an Estimated Future LOS A shall be found consistent ... unless the project results in a change of two levels of service or an equivalent amount of delay.

2) Projects contributing peak hour trips to intersections that operate better than Estimated Future LOS C shall be found consistent ...

3) Unsignalized intersections that do not trigger traffic signal warrant criteria shall be found consistent ....

**Potentially Consistent:** EIR Section 4.12

(Transportation/Circulation) identifies project generated traffic, its distribution on the local street network and effects on roadway traffic volumes and Levels of Service at area intersections.

All project area roadway volumes would remain within their acceptable capacities with cumulative project traffic.

In addition, the project would be consistent with the signalized intersection standards as the project would not exceed the standards at the Clark Avenue/Highway 135 ramps signalized intersection.

With regard to unsignalized intersections, the project would not trigger signal warrants at any unsignalized intersections and would therefore be consistent with these standards.

The project involves amendments to the OCP to allow for the proposed OASIS development (and use) on a portion of the Key Site 18 open space (APNs 105-020-063 and -064). The findings for adoption of the Orcutt Community Plan (OCP) identify significant traffic impacts from buildout of the OCP, which are described below:

OCP EIR Impact CIRC-15: Significant overall increases in traffic volumes/delays: Buildout of the Community Plan would result in a 230% increase in peak hour traffic ... Even with this overall increase, congestion will generally remain within the county's adopted standards of LOS "C" for roads and intersections. However, the average motorist would experience increased congestion due to both delays in implementing pending major facility improvements, and an overall increase in traffic congestion in the community. Delays will increase significantly at almost all of the 20 major intersections listed in Table 5.9-11, as well as at many side streets. With buildout ... typical levels of traffic congestion in Orcutt will have made the transition from a semi-rural free flow on often lightly traveled and controlled streets to more urban, although acceptable, levels of congestion found in communities such as Santa Maria and Goleta. Although not exceeding any County adopted thresholds, this impact is considered unavoidable and significant "...since it will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (CEQA Guidelines Appendix G(1))."

OCP EIR Impact CIRC-26: Clark Avenue/Foxenwood Lane congestion-turning movements: Residential and commercial development in west Orcutt and Old Town Orcutt, including approximately 29,000 square-feet of commercial on Key Site 18, would create potentially significant impacts to the Clark Avenue/Foxenwood Lane intersection through turning movement conflicts created by an increase of 10,800 ADT on Clark Avenue w/o Foxenwood Lane. Impacts would include traffic delays and potentially significant safety hazards for left turn movements from Foxenwood Lane onto Clark Avenue, as well as ingress/egress turning movement conflicts associate with access to the proposed commercial development on Key Site 18.

***Special Standards for Projects Involving Comprehensive Plan Amendments***

*1) Comprehensive Plan Amendments submitted by private applicants ... shall be required to demonstrate that the proposed change in land use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan and its associated environmental documents. If higher traffic levels could potentially result from such an amendment, then the following findings must be made ... to approve the amendment:*

- The increase is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at buildout of the Community Plan, or*
- Road improvements included as part of the project description are consistent with the Community Plan and are adequate to fully offset the identified potential increase in traffic, or*
- Alternative transportation improvements included as part of the project description, that are consistent with the Community Plan, have a reasonable relationship to the project, and substantially enhance the alternative transportation system consistent with the OTIP.*

...  
*OCP Key Site 18 Mini-EIR, Impact KS18-CIRC-1: Turning Movement Safety Hazards: Project buildout would generate approximately 848 Average Daily Trips (ADT) and 78 peak hour trips (PHT). Approximately 762 ADT would result from commercial development along Clark Avenue, with the remainder (86 ADT) generated by residential development in the northeast corner of the site (Appendix F). Trips added to Clark Avenue could create a substantial increase in turning movement conflicts near the Clark/Foxenwood intersection, due to its proximity to potential access points for parking areas along the northern side of Clark Avenue, and the Clark/Highway 135 intersection. Drivers slowing to make left-hand turns from eastbound Clark Avenue into commercial areas and onto Foxenwood Lane, would adversely affect traffic flow on Clark. This is considered a potentially significant impact.*

The OCP traffic model did not assign any traffic to the OASIS property. Therefore, OASIS project traffic would incrementally increase the above identified significant unavoidable traffic impacts that would result from OCP buildout.

The Project's proposed road improvements are consistent with the OCP, taking into account previous approval for reduced DevStd KS18-6 median design requirements (e.g., no landscaping within median) that were approved for the LeBard commercial project Case Nos. 06LUP-00001-00982, 16LUP-00000-00141, 19LUP-00000-00099). In addition, the proposed road improvements are adequate to offset increased project traffic in the existing plus project setting. The project would be required to pay peak hour development impact fees to provide its fair share contribution toward OTIP improvements, including improvements needed to address cumulative intersection operations at the Foxenwood Lane/Clark Avenue intersection).

The project involves amendments to the General Plan and the project would result in traffic levels higher than those anticipated for the parcel in the OCP and OCP EIR. The project would be consistent with the *Special Standards for Projects Involving Comprehensive Plan Amendments*, as the mitigation in Section 4.1 (Air Quality) requiring a Traffic Demand Management Plan would reduce vehicle trips, vehicle miles traveled, and would enhance the alternative transportation system consistent with the OTIP.

**WATER**

**Policy WAT-O-2:** *In order to be found consistent with ... (LUDP#4), the water demand of new discretionary development must be offset by long-term\* supplemental\*\* water supplies that do not result in further overdraft of the local groundwater basin and that are adequate to meet the project's net water demand as determined by the County considering appropriate reliability factors as determined by County Water Agency. To demonstrate an adequate long-term supplemental water supply, projects must comply with the following development standards:*  
*\*"long-term" means permanent source of water for development.*  
*\*\*"supplemental" water means a source of water other than groundwater, unless:*

1. *The groundwater basin has been determined to be no longer in overdraft, or*
2. *The use of groundwater is consistent with the final water rights judgment entered in the Santa Maria Groundwater Basin adjudication (Santa Maria Valley Water Conservation District v. City of Santa Maria, et al., Santa Clara County Superior Court Case No. CV 770214). (Amended by Res. 01-226, 7/10/01)*

**DevStd WAT-O-2.3:** *Prior to map recordation or land use clearance, the developer must provide a Can and Will Serve letter and necessary final contract(s) consistent with the conditions of the discretionary permits and terms of the draft contract(s). (Added by Res. 01-225, 7/10/01)*

**DevStd WAT-O-2.1:** *Prior to discretionary action by any County decision-maker on new development, the applicant shall provide one of the following:*

1. *A "Can and Will Serve" letter from California Cities Water Company dated before July 1997;*
2. *An "Intent to Serve" letter from California Cities Water Company or other water purveyor(s) including draft contract(s), if any, demonstrating to the County's satisfaction that the development's net water demand will be offset by a long-term supplemental water supply and that the development will have a continuing right to obtain water equal to that of the water purveyor's other customers. Contract(s), if any, must include terms consistent with the requirements of DevStd WAT-O-2.2. (Amended by Res. 01-225, 7/10/01)*

**DevStd WAT-O-2.2:** *Prior to discretionary action on new development, the applicant must demonstrate adequacy of the water supply proposed to serve the project, unless the applicant has satisfied DevStd WAT-O-2.1 #1 above. ...*

**Potentially Consistent:** The project has received a "can and will serve" letter from Golden State Water Company (see Appendix D-11). In addition, Section 4.10 includes mitigation requiring the applicant provide proof of purchase of 1 AFY of supplemental water from the City of Santa Maria prior to zoning clearance to address the project's estimated net water demand (based on the County's reliability factors). In addition, mitigation is included requiring that the landscape plan incorporate specific water saving features to ensure water conservation consistent with the project description and the EIR's water demand assumptions. Therefore, the project would be consistent with this policy and development standards.

**Section 4.8 Land Use and Planning**

<p><b>Policy WAT-O-3:</b> <i>Development in Orcutt shall incorporate water efficient design and technology.</i></p>	<p><b>Potentially Consistent:</b> The project proposes incorporation of rainwater storage to offset irrigation demand and use of drought tolerant plants in the landscape plan. Interior fixtures would be required to meet current building code requirements, which include installation of water saving fixtures. Therefore, the project would be consistent with WAT-O-3.</p>
<p><b>Policy AQ-O-1:</b> <i>The County shall encourage land use planning and development design which reduces air pollution through development of transportation infrastructure supportive of alternative modes of transportation and pedestrian oriented developments.</i></p>	<p><b>Potentially Consistent:</b> The project is not located within easy walking distance for most seniors, either from their homes or from the closest bus stops. In addition to linear distance, this is also due in part to topography, as the site is located below much of the surrounding community along Orcutt Creek. The facility would be primarily accessed via personal vehicles and the SMOOTH, Senior Dial-a-Ride Service. A segment of the Orcutt Creek Trail/Class I Bikeway would be provided between the project's Foxenwood Lane driveway and across the OASIS property, but would not extend to the west. Therefore, the trail/bikeway would not connect to Broadway/California Boulevard. Mitigation included in Section 4.7 GHG/Climate Change would require provision of shuttle service to reduce vehicle miles traveled and associated reduction in GHG emissions. Provision of shuttle service would be supportive of alternative modes of transportation and would be consistent with this policy.</p>
<p><b>Policy AQ-O-2:</b> <i>Significant fugitive dust and PM<sub>10</sub> emissions shall be reduced through implementation of appropriate construction restrictions and control measures, consistent with standards adopted by the Board.</i></p>	<p><b>Potentially Consistent:</b> Because Santa Barbara County is a nonattainment area for PM10, control measures to reduce construction related fugitive dust emissions are required for all construction projects involving earthmoving activities. In accordance with the County' standard regulatory practices, construction emission control measures are required to be shown on grading and building plans and implemented throughout the construction period. Therefore, the project would be consistent with this policy.</p>
<p><b>Policy AQ-O-3:</b> <i>The County should promote the use of alternative fuels, solar energy systems, and the use of construction techniques which are designed to conserve energy and minimize pollution in Orcutt, consistent with, but not limited to the provisions of the CA Building Code.</i></p>	<p><b>Potentially Consistent:</b> The project proposes rooftop solar panels consistent with the AQ-O-3's promotion of alternative fuels/solar energy systems. In addition, project construction would be subject to all applicable provisions of the CA Building Code, including but not limited to criteria for energy conserving windows, insulation, etc. Therefore, the project would be consistent with this policy.</p>

<b>BIOLOGICAL HABITATS</b>	
<p><b>Policy BIO-O-1:</b> <i>Important natural resources in Orcutt, including sandhill chaparral, central dune scrub, wetlands, oak trees and woodland, Bishop pine forest, specimen trees, and central sage scrub shall be protected, consistent with the Open Space Plan and the standards below, unless this would prevent reasonable development of a property.</i></p> <p><b>DevStd BIO-O-1.1:</b> <i>Development shall be sited and designed to avoid disruption and fragmentation of significant natural resources within and adjacent to designated undeveloped natural open space areas, minimize removal of significant native vegetation and trees, preserve wildlife corridors and provide reasonable levels of habitat restoration. Where possible, significant natural resources, such as specimen trees, adjacent to designated, natural undeveloped open space corridors should be preserved.</i></p> <p><b>DevStd BIO-O-1.2:</b> <i>Development within or adjacent to designated natural open space areas shall be reviewed for, and required to implement, habitat restoration where site-specific impacts require restoration. If restoration on or near the site is not feasible, acquisition and preservation of additional habitat acreage should be considered, or as a last resort if no other like-kind habitat mitigation options are available, payment into a mitigation bank program acceptable to the County as provided for by DevStd BIO-O-1.8. Mitigation and restoration plans should identify acreage impacted, replacement ratios, success criteria, remedial measures, and funding and responsibility for long-term maintenance and monitoring. All such restoration projects shall utilize native plants derived from local (Orcutt) seed and cutting stock, or as deemed biologically acceptable by a County qualified biologist. Wildlife relocation should be avoided. However, any wildlife relocation should be coordinated with Fish and Game and be consistent with applicable State standards. (Amended by Res 01-226, 7/10/01)</i></p>	<p><b>Potentially Consistent:</b> The project would be consistent with Policy BIO-O-1 and Development Standards BIO-O-1.1 and BIO-O-1.2 with implementation of mitigation identified in Section 4.3 (Biological Resources) and 4.11 (Recreation and Open Space), including but not limited to measures that require preconstruction surveys for sensitive species and nesting birds, protection of oak trees and Orcutt Creek riparian habitat during construction, design and installation of the trail/bikeway based on adopted trails siting and design criteria including biologist input on location, biological monitoring during construction, and Orcutt Creek riparian habitat restoration. Restoration of Orcutt Creek is identified in the OCP <i>Open Space Plan</i> (~2 acres north of the park site) and in the OCP <i>Multi-Use Trails Plan &amp; Trails Siting Guidelines</i> criteria. The OASIS EIR identifies restoration consistent with the OCP to offset direct impacts from access road grading within the riparian corridor and to offset indirect impacts to wildlife and the riparian habitat. Indirect impacts are expected to result from grading and construction activities for the OASIS facilities and bikeway/trail and from introduction of permanent development and use of the project improvements, including increased human activities, noise, and night-lighting, within the existing contiguous open space along the Orcutt Creek valley.</p>
<p><b>DevStd BIO-O-1.3:</b> <i>Landscaping for development on the edge of designated natural undeveloped open space areas shall include native trees and shrubs, with habitat restoration efforts focused on buffers. Planting of highly invasive weedy plants (e.g., iceplant, pampas grass, veldt grass, monterey pine, eucalyptus, spiny clotbur, and Australian fireweed) shall be prohibited within 500 feet of natural undeveloped open space areas as designated on the Open Space map (Fig. 20).</i></p>	<p><b>Potentially Consistent:</b> See discussion immediately above regarding BIO-O-1, BIO-O-1.1, and BIO-O-1.2.</p> <p>In addition, mitigation in Section 4.3 (Biological Resources) prohibits use of invasive plants in the project landscape and restoration plans, consistent with DevStd BIO-O-1.3.</p>
<p><b>DevStd BIO-O-1.5:</b> <i>The edges of designated undeveloped natural open space areas shall be clearly delineated and fenced where necessary to protect resources both during construction and, when appropriate, over the life of the project. Long term fencing shall be designed to accommodate wildlife passage where appropriate.</i></p>	<p><b>Potentially Consistent:</b> Mitigation in EIR Section 4.3 (Biological Resources) requires delineation/fencing where needed to protect biological resources (e.g., oak trees, riparian habitat) during construction and long-term fencing may also be required on the creek side of the Orcutt Creek Multi-use Trail/Class I Bikeway segment, based on input from a biologist, P&amp;D, Parks and Public Works on the final design.</p>

Section 4.8 Land Use and Planning

<p><b>DevStd BIO-O-1.8</b> <i>Where new development eliminates important onsite habitat (e.g. coastal sage scrub grasslands, riparian habitat and wetlands), County shall require development to restore or enhance like kind habitat either onsite or off site. If restoration sites are limited or unavailable, County shall require payment of adequate fees into a mitigation bank program acceptable to County to permanently protect a comparable or greater amount of created or restored habitat elsewhere within the OPA. (Added by Res. 01-226, 7/10/01)</i></p>	<p><b>Potentially Consistent:</b> The preliminary grading plan indicates grading on the slope north of the proposed driveway (to implement the driveway improvements) would occur within the riparian canopy of Orcutt Creek, just west of Foxenwood Lane. Therefore, the project would not <i>eliminate</i> important habitat, but would potentially result in grading, vegetation removal and erosion/sedimentation within the riparian habitat, particularly north of the access road. Mitigation is identified in Section 4.3 (Biological Resources) which requires restoration in the area of disturbance, consistent with this standard.</p>
<p><b>Policy BIO-O-2:</b> <i>Consistent with necessary flood control practices, natural stream channels and riparian vegetation in Orcutt shall be maintained in an undisturbed state in order to protect banks from erosion, enhance wildlife passageways, and provide natural greenbelts, unless this would prevent reasonable development of a property.</i></p>	<p><b>Potentially Consistent:</b> The project would result in temporary disturbance within the Orcutt Creek riparian corridor but outside of the creek banks, west of Foxenwood Lane for grading of the access road (see Figure 2-32 Preliminary Grading Plan). Restoration and erosion/sediment control would be required as identified in Section 4.3 (Biological Resources), Section 4.6 (Geologic Processes) and Section 4.13 (Water: Flooding/Drainage &amp; Water Quality). The project would not otherwise disturb the stream channel or riparian vegetation as other project components, including structural development, bikeway/trail, retention basin, parking areas, and landscaping would be setback from the riparian canopy consistent with this policy. Flood Control District maintenance activities along Orcutt Creek and the Key Site 18 retention basin would not be altered as a result of the project. Therefore, the project would be consistent with this policy.</p>
<p><b>DevStd BIO-O-2.1:</b> <i>Development shall include: a minimum setback of 50 feet from the outside edge of riparian vegetation or the top of creek bank (whichever is further) which may be adjusted upward depending on slopes, biological resources and erosion potential; hooding and directing lights away from the creek; drainage plans shall direct polluting drainage away from the creek or include appropriate filters; and erosion and sedimentation control plans shall be implemented during construction.</i></p>	<p><b>Potentially Consistent:</b> The project development area would be located outside of the 50-foot setback from the outer edge of riparian vegetation and top of bank consistent with this development standard. As identified on the Preliminary Grading Plan (April 2019, EIR Figure 2-32), grading for the eastern segment of the access road would be located within the Orcutt Creek riparian canopy. In addition, the sewer line extension would connect with the Laguna County Sanitation District main line north of the proposed main building just outside the riparian canopy. The sewer line main already exists in this area and the OASIS extension would connect at an existing manhole. Therefore, this would not result in permanent new development within the setback. The access road is proposed in the location of an existing dirt road and a feasible alternative access has not been identified, which would avoid either the riparian setback from Orcutt Creek or other conflicts with General Plan policies, including grading on steep slopes, as discussed in Section 7.0 (Alternatives). Mitigation in EIR Sections 4.3 (Biological Resources), 4.6 (Geologic Processes), 4.11 (Recreation and Open Space) and 4.13 (Water: Flooding/Drainage &amp; Water Quality) includes but is not limited to: requiring lighting to be directed away from habitat areas, erosion/sediment/stormwater control measures to protect short-term and long-term water quality, habitat restoration, and other measures to protect Orcutt Creek biological resources within Key Site 18. Therefore, the project would be consistent with DevStd BIO-O-2.1.</p>

Section 4.8 Land Use and Planning

<p><b>DevStd BIO-O-2.3:</b> <i>Setbacks shall be sufficient to allow and maintain natural stream channel processes (e.g. erosion, meanders) and to protect all new structures and development from such processes. Hardbank protection (including riprap, boulders, concrete) shall be prohibited unless necessary to protect an existing structure or facilities of a public works nature, whether existing or proposed (e.g. energy dissipaters, upstream fact of retention basins, high flow diversion structures, bridges, roads, trails, necessary private access, etc.), subject to Public Works and Planning and Development Department review. (Added by Res 01-226, 7/10/01)</i></p>	<p><b>Potentially Consistent:</b> The proposed development area is located outside of the buffer area of Orcutt Creek. Immediately west of Foxenwood Lane, grading on the slope north of the existing dirt road to accommodate improvements for the project access and Orcutt Creek Trail components would extend into the riparian canopy, but is not proposed to extend into the banks of Orcutt Creek. If needed, retaining walls will be incorporated to ensure no grading would occur within the creek banks (B Hain, Stantec, 08/26/19).</p> <p>Hard bank protection is not proposed in the creek. However, installation of features such as energy dissipaters, may be included in the final grading and drainage plan and/or erosion control plan if this is determined appropriate to stabilize creek banks/reduce erosion and sedimentation and maintain the natural stream channel processes. If Flood Control and P&amp;D (Building &amp; Safety) determine this or similar “hard bank” features benefit maintenance of natural stream channel processes, this would be consistent with BIO-O-2.3. As proposed, natural stream processes would be maintained and new development would be protected from such processes.</p>
<p><b>Policy BIO-O-3:</b> <i>Established native trees in designated open space areas shall be protected. Established native trees in developable areas shall be incorporated into the site landscaping plan to the greatest degree feasible except where it would interfere with reasonable development of a property. Native trees shall be considered established if they are six feet in height.</i></p> <p><b>DevStd BIO-O-3.1:</b> <i>To the maximum extent feasible, development shall be designed to avoid damage to established native trees (e.g., oaks) by incorporating setbacks, clustering, or other appropriate methods. Areas protected from grading, paving, and other disturbances shall include the area 6 feet outside of established native tree driplines, unless this distance would interfere with reasonable development of a property. Where native trees are removed, they shall be replaced in a manner consistent with County standards.</i></p>	<p><b>Potentially Consistent:</b> The project has been designed to avoid impacts to native trees. Where avoidance is infeasible due to access requirements, replacement trees have been included in the landscape plan and project mitigation measures require additional native trees to be included in the restoration plan. In addition, mitigation in EIR Section 4.3 (Biological Resources) requires implementation of tree protection measures during construction; and for trees proposed for removal (at base of driveway) or that would have 20% of more of the critical root zone impacted by grading or development (trees near western portion of access road), 10:1 replacement would be required. Therefore, the project would be consistent with BIO-O-3 and BIO-O-3.1.</p>
<p><b>Policy BIO-O-4:</b> <i>Non-native trees (e.g., eucalyptus groves and windrows) that provide known raptor nesting or key roosting sites shall be protected; non-native specimen trees shall be protected to the greatest degree feasible except where it would interfere with reasonable development of a property. Non-native trees of less than 25 inches in diameter at breast height do not qualify as specimens for this Policy.</i></p> <p><b>DevStd BIO-O-4.1:</b> <i>Where non-native specimen trees are removed for development the County should consider replacement with native trees.</i></p>	<p><b>Potentially Consistent:</b> No non-native trees are proposed for removal on the OASIS or LeBard parcels and no trees have been identified as raptor nesting or key roosting sites. Section 4.3 (Biological Resources) includes mitigation requiring pre-construction surveys for nesting birds to ensure native or non-native trees on or near project grading/construction activities (e.g., in the riparian canopy affected by access road grading) are not being used by nesting birds. Therefore, the project would be consistent with this policy and development standard.</p>

<p><b>Policy BIO-O-5:</b> <i>New facilities in Orcutt, including roads, bikepaths/trails, sewer lines and retention basins, shall to the maximum extent feasible be sited and designed to avoid disruption of significant natural resources within designated natural undeveloped open space areas, minimize removal of significant native vegetation and trees and provide for reasonable levels of habitat restoration for significant habitats disrupted by construction.</i></p> <p><b>DevStd BIO-O-5.1:</b> <i>Road construction shall minimize filling within creeks, stream corridors and wetlands and avoid or minimize removal of riparian vegetation...</i></p> <p><b>DevStd BIO-O-5.2:</b> <i>In designated open space areas, roadway segments (e.g., Union Valley Parkway and E Street) shall be designed in consultation with P&amp;D, the Park Department, and appropriate federal and state agencies to allow wildlife passage through provision of appropriately placed bridges and/or culverts, and shall prohibit all night lighting in designated open space corridors except as necessary for public safety (e.g., intersections, trailheads or crossings). Light "spill over" should be minimized by directing lighting away from the open space area, the use of hoods, and landscape screening (with native species) along the road.</i></p>	<p><b>Potentially Consistent:</b> See discussion of BIO-O-1.8, BIO-O-2, BIO-O-2.1, and BIO-O-2.3.</p> <p>Project improvements have been sited and designed to minimize impacts to native vegetation. In addition, no bridges or culverts are proposed for Orcutt Creek and the proposed driveway would not inhibit wildlife passage along the creek corridor, with the possible exception of the short-term construction period. Mitigation in section 4.3 (Biology) requires habitat restoration and requirements to minimize night-lighting near open space areas consistent with these standards.</p>
<p><b>DevStd BIO-O-5.3:</b> <i>Multi-use trail construction should avoid removal of riparian vegetation to the maximum extent feasible. The Orcutt Creek multi-use trail shall be set back a minimum of 50 feet from the outside edge of riparian vegetation or the top-of-bank (whichever is further), unless this would make the multi-use trail link infeasible. Trail construction shall include riparian restoration between the edge of existing native vegetation and the bicycle path. Trail lighting should be directed away from the creek.</i></p> <p><b>DevStd BIO-O-5.4:</b> <i>Trails should follow existing dirt road and trail alignments and utilize existing bridges where feasible. Where this is not possible, prior to final trail alignment proposed trail routes should be surveyed and rerouted where necessary to avoid sensitive species, subject to final approval by P&amp;D and the Park Department. All trails shall be sited and designed to avoid or minimize impacts to sensitive resources, areas of steep slopes and/or highly erosive/sandy soils, where feasible. Developers shall fund sign installation along certain trails (as identified in the Multi Use Trail Guidelines) providing educational and interpretive information and advising dog owners to keep their dogs out of sensitive habitats.</i></p>	<p><b>Potentially Consistent:</b> With the exception of a short section of the Multi-use trail/bikeway along the easternmost part of the improved access driveway, the trail/bikeway is proposed at least 50 feet from the outside of riparian canopy. (See Figure 2-17, Overall Site Plan and Figure 2-32, Preliminary Grading Plan). This small section of the trail/bikeway is located along an existing dirt road, consistent with BIO-O-5.4. This dirt road would be improved to accommodate both the project driveway and the trail/bikeway. Therefore, the project would be consistent with these development standards.</p> <p>Section 4.11 (Recreation and Open Space) discusses the feasibility of the proposed 12-foot trail/bikeway easement within the same location as an existing, recorded access easement to adjacent properties. Section 4.11 includes mitigation options to resolve this easement conflict and to ensure implementation of the proposed OCP Orcutt Creek Multi-use Trail and Class I Bikeway in a manner that would be consistent with these development standards.</p>

Section 4.8 Land Use and Planning

<p><b>DevStd BIO-O-5.6:</b> Excavated fill for retention basin construction shall not be placed within important natural resource areas. Areas adjacent to or within habitats which are disturbed during construction shall be revegetated with appropriate native species. All sensitive habitat areas adjacent to proposed retention basins shall be fenced before grading begins to prevent disturbance and stockpiling in these areas.</p>	<p><b>Potentially Consistent:</b> Fill would be balanced onsite within the road or development area and not within the Orcutt Creek riparian area or under native trees. Mitigation requiring delineation/fencing of sensitive habitat areas is required by mitigation in EIR Section 5.3 (Biological Resources).</p>
<p><b>FLOODING AND DRAINAGE</b></p>	
<p><b>Policy FLD-O-1:</b> Flood risks in the Orcutt planning area shall be minimized through appropriate design and land use controls.</p>	<p><b>Potentially Consistent:</b> Project development would be located outside of mapped flood hazard zones, as confirmed by County Flood Control, consistent with this policy.</p>
<p><b>DevStd FLD-O-1.2:</b> No structures or other development (except for bridges, culverts and flood control requirements) shall be allowed within creek channels.</p> <p><b>DevStd FLD-O-1.3:</b> No development shall be permitted within the floodplain of Orcutt, Pine Canyon or Graciosa Creeks unless such development would either be necessary to:</p> <ol style="list-style-type: none"> <li>1. Permit reasonable development of the site and would not lead to disturbance or removal of significant riparian/wetland vegetation; or</li> <li>2. Accomplish a major public policy goal of the Orcutt Community Plan.</li> </ol>	<p><b>Potentially Consistent:</b> Grading for the access road, west of Foxenwood Lane and north of the access road is proposed within the riparian corridor but outside of the creek channel. No other development or structures is proposed to be located within the creek channel or the 100-year floodplain.</p>
<p><b>Policy FLD-O-2:</b> Off-site runoff associated with development should be minimized.</p> <p><b>DevStd FLD-O-2.1:</b> Pervious construction materials, such as turf block, non-grouted brick, and gravel, shall be used where feasible.</p>	<p><b>Potentially Consistent:</b> The eastern parking lot and western section of the access road are proposed to be pervious paving. In addition, a French drain system is proposed to convey runoff from the main building to the onsite retention basin. These and other drainage features identified on the project plans in EIR Section 2 (including the Overall Site Plan, Preliminary Grading Plan, Landscape Plan) are designed to minimize off-site runoff, including during peak stormwater events consistent with Policy FLD-O-2 and DevStd FLD-O-2.1. Flood Control District and Project Clean Water have reviewed the preliminary stormwater plan calculations and design and determined the design is adequate for this stage in the development review process. Project conditions will require that pervious paving be used in the additional hardscape areas of the development (e.g., driveway, all parking areas) unless the applicant provides information to support infeasibility of additional pervious paving. Final review and approval will be required prior to zoning clearance.</p>

Section 4.8 Land Use and Planning

<p><b>Policy FLD-O-3:</b> <i>Short-term and long-term erosion associated with development shall be minimized.</i></p> <p><b>DevStd FLD-O-3.1:</b> <i>Development projects shall incorporate sedimentation traps to minimize the erosion of soils into natural and manmade flood control drainages, where feasible. All development adjacent to stream channels shall be required to install check dams as deemed appropriate by Flood Control and Planning &amp; Development to minimize channel down-cutting and erosion. To the maximum extent feasible, all such structures shall be designed to avoid impacts to creek vegetation.</i></p> <p><b>DevStd FLD-O-3.2:</b> <i>Silt fencing, straw bales, sand bags, and sediment basins shall be used in conjunction with other methods to prevent erosion on slopes and siltation of the stream channel.</i></p>	<p><b>Potentially Consistent:</b> Sections 4.3 (Biological Resources), 4.6 (Geology) and 4.13 (Water: Flooding/Drainage and Water Quality) include mitigation measures that address erosion and sedimentation, consistent with this policy and development standards.</p>
<p><b>DevStd FLD-O-3.3:</b> <i>Drainage outlets into natural creek channels shall be constructed in a manner which causes outlet flow to approximate the general direction of natural stream flow. Energy dissipators beneath outlet points shall be incorporated where appropriate, and designed to minimize damage to creek vegetation.</i></p>	<p><b>Potentially Consistent:</b> The Preliminary Grading and Drainage Plan (Figure 2-32) does not include drainage details for the area north of the access road. However, the project engineer has confirmed that drainage from the access road would be conveyed along the access road away from the creek, toward the development area. In addition, runoff from impervious surfaces associated with the development area would be directed to onsite landscaped areas, a French drain, and an onsite retention basin. In addition, the retention basin would not outlet to the creek but to the upland, grassland area west of the basin. No other development areas, including grading/retaining walls on the slope south of the access road, the rest of the access road, parking and development areas, landscaped areas would outlet directly to Orcutt Creek as site drainage is directed to proposed landscaped areas and the proposed retention basin. Short-term measures will be implemented as part of the erosion control plan to address grading on the slope north of the proposed access road. As no permanent site drainage would outlet to the creek, the project would be consistent with this development standard.</p>

<b>GEOLOGY/TOPOGRAPHY/SOILS</b>	
<p><b>Policy GEO-O-1:</b> Development shall be sited to avoid geologically hazardous areas.</p> <p><b>DevStd GEO-O-1.1:</b> New construction shall be set back a minimum of 50 feet from all known active or potentially active faults which have been mapped.</p> <p><b>DevStd GEO-O-1.2:</b> The County shall determine the need for a fault study conducted by a Registered Geologist or Certified Engineering Geologist in order to determine the presence and location of any active or potentially active faults.</p>	<p><b>Potentially Consistent:</b> There are no known active or potentially active faults in proximity to the project. As discussed in Section 4.6 (Geologic Processes), there are no other geologic hazards associated with the proposed building site.</p> <p>While the proposed buildings are located on level land, the site includes steep slopes south of the building site and grading for the access road would involve grading on very steep slopes (50% + slope) within the Orcutt Creek riparian area and possible within the creek banks. Mitigation identified in Section 4.6 would address geologic hazards associated with steep slopes north of the access road, south of the pedestrian path/access road and south of the building site.</p> <p>The project would be consistent with this policy and development standard. However, also refer to discussion of GEO-O-2.2 with regard to grading on slopes of 30%.</p>
<p><b>Policy GEO-O-3:</b> No grading in excess of 50 cubic yards (combined cut and fill) shall be permitted within areas designated open space in the Orcutt Community Plan without an approved Grading Permit. This requirement applies to all grading activity (including activities otherwise exempted under County Grading Ordinance 3937, Sections 14-6 and 14-8). This requirement shall not apply to the emergency activities of a public agency, including but not limited to wildfire and/or flood control.</p>	<p><b>Potentially Consistent:</b> Grading required for the access road and OASIS facility would exceed 50 cubic yards and would require a grading permit.</p>
<p><b>Policy GEO-O-2:</b> In areas of high erosion potential, development shall be sited and designed to minimize increased erosion.</p> <p><b>DevStd GEO-O-2.1:</b> Consistent with Hillside and Watershed Policy #1, excessive grading for creation or enhancement of views shall not be permitted. Where new roads and driveways would require substantial grading, development shall be sited close to existing access roads.</p> <p><b>DevStd GEO-O-2.4:</b> All surface water runoff shall be culverted and diverted to avoid erosion of exposed slopes and shall be directed to the nearest natural drainage channel. Where such measures are feasible and would not substantially increase erosion, vegetated earthen channels should be substituted for culverts. Crib walls or other methods should only be used where necessary to retain slopes.</p> <p><b>DevStd GEO-O-2.6:</b> All landscape plans shall be reviewed by P&amp;D to ensure revegetation of graded areas in areas of sandy soils. Landscape securities shall be required unless expressly waived by P&amp;D.</p>	<p><b>Potentially Consistent (GEO-O-2, 2.1, 2.4, 2.6):</b></p> <p><b>Erosion:</b> Erosion resulting from grading on steep slopes would be reduced by mitigation identified in Section 4.6 (Geologic Processes).</p> <p><b>Views:</b> Grading is not proposed to create or enhance views.</p> <p><b>Close to Ex Roads:</b> The OASIS property is not directly accessible from surrounding public roads, requiring an access easement(s) across adjacent property to access Foxenwood Lane, Clark Avenue, Park Avenue or Broadway/California. Siting development closer to existing roads would not substantially reduce necessary road grading.</p> <p><b>Runoff:</b> The project incorporates features within the development area to reduce erosion/sedimentation including French drains and a retention basin, and the grading plan includes retaining walls with culverts to direct runoff from hillsides in a manner which reduces erosion in the area above the proposed pedestrian path.</p> <p><b>Landscaping:</b> Mitigation in Section 4.1 (Aesthetics/Visual Resources) and 4.13 (Water Resources) require landscaping to ensure revegetation of graded areas throughout the site. In addition, landscape sureties would be required for installation and maintenance.</p>

Section 4.8 Land Use and Planning

**DevStd GEO-O-2.2:** *Development shall be prohibited on slopes greater than 30% unless this would prevent reasonable development of a property. In areas of unstable soils, highly erosive soils or on slopes between 20% and 30% development shall not be allowed, unless an evaluation by a qualified professional (e.g., soils engineer, geologist, etc.) establishes that the proposed project will not result in unstable slopes or severe erosion or this would prevent reasonable development of a property.*

**DevStd GEO-O-2.3:** *To aid in erosion control, existing hillside topography, large stands of trees, and natural flood channels shall be preserved, unless this would prevent reasonable development of a property.*

**Potentially Consistent:** The proposed building site is located on level topography with no known geologic hazards. However, immediately south of the building site is a steep slope (between Clark Avenue and the proposed access road) and there are steep slopes on both the north and south sides of the proposed access road from Foxenwood Lane. The project grading plan and road detail figures (Figures 2-32 and 2-32a, prepared by project engineer, B. Hain, Stantec) identifies grading south of the access road 30% plus slopes and on over 50% slopes north of the access road. The purpose of this grading is to widen the existing unimproved access road to the site. Grading north of the access road extends into the Orcutt Creek riparian canopy west of Foxenwood Lane. Approximately 400 feet of retaining walls ranging in height from 1-5 feet are proposed south of the access road, on both sides of the pedestrian path (see Figure 2-32, Preliminary Grading Plan). Retaining walls would also be incorporated on the slope north of the access road if determined necessary in final grading and drainage plans to ensure no grading would occur within the banks of Orcutt Creek.

“Reasonable development” under the current land use designation and zoning is limited to open space and a possible future park. If the access road were developed for the proposed park use instead of the proposed project, the pedestrian path would not be required to extend west along OASIS southern property line, which includes the steep slope north of Clark Avenue. The grading plan includes retaining walls on both sides of the pedestrian path in this area, which exceeds 30% slope. In addition, a pedestrian path that could connect with the proposed Orcutt Creek Trail/Class I Bikeway near OASIS eastern property line could be more easily accommodated adjacent to the driveway. This could reduce grading for both the pedestrian path and narrow the total disturbance area for the driveway, including reducing grading north of the access road. Although grading to accommodate a driveway for the OCP identified a park and for the Orcutt Creek Trail/Bikeway would reduce the total grading on slopes in excess of 30%, however grading for a park driveway would still involve grading on over 30% slopes.

Therefore the project would be consistent with OCP GEO-O-2.2 and 2.3.

<b>HISTORY AND ARCHAEOLOGY</b>	
<p><b>Policy HA-O-1:</b> <i>Archaeological and historic resources in the Orcutt Planning Area shall be protected and preserved to the maximum extent possible.</i></p> <p><b>DevStd HA-O-1.1:</b> <i>Development on Key Sites that have not been surveyed by a County-qualified archaeologist should be surveyed and mitigated in accordance with State and County archaeological and historic guidelines.</i></p>	<p><b>Potentially Consistent:</b> As discussed in Section 4.4 (Cultural Resources), KS18, including the OASIS property, has been surveyed and no potentially significant cultural resources have been identified on, or are known to be associated with, the project site. This includes, but is not limited to archaeological or historic artifacts, structures or features, and the site is not associated with cultural ceremonies, related uses, or an historical landscape. Mitigation is however included to stop or redirect work immediately in the event potential archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The mitigation requires the Owner/Applicant retain an archaeologist and Native American representative to evaluate the significance of any find in compliance with the provisions of Phase 2 and Phase 3 investigations of the County Archaeological Guidelines.</p>
<b>NOISE</b>	
<p><b>Policy NSE-O-2:</b> <i>Construction noise in Orcutt shall be minimized during non-standard work hours.</i></p> <p><b>DevStd NSE-O-2.1:</b> <i>Standard construction working hours (i.e., 7 a.m. to 4:00 p.m., Monday-Friday) shall be required for development activities. Flexibility to allow extended hours on weekdays and/or occasional working hours on Saturdays should be determined on a case-by-case basis.</i></p> <p><b>DevStd NSE-O-2.2:</b> <i>Noise attenuation barriers, muffling of grading equipment and additional mitigation where deemed appropriate should be required for development where construction equipment generates noise levels in excess of 95 dB(A).</i></p>	<p><b>Potentially Consistent:</b> EIR Section 4.9 (Noise) includes mitigation to restrict the hours of construction period activities and to require acoustic shielding of stationary construction equipment consistent with the intent of this policy and development standards.</p>
<b>RISK OF UPSET</b>	
<p><b>Oil Hazards</b></p> <p><b>Policy RISK-O-1:</b> <i>The County shall minimize the risk to public safety associated with oil and gas activity.</i></p> <p><b>DevStd RISK-O-1.2:</b> <i>In the event that past oil activity or potential hazardous substances are uncovered during grading or construction-related activity, such activity should be suspended immediately until a Phase II Environmental Site Assessment and appropriate remedial action has been completed.</i></p>	<p><b>Potentially Consistent:</b> As discussed in Section 5 (Effects Not Significant), although portions of Key Site 18 were historically identified as future sites for oil wells (including in the Southpoint Estates subdivision documents), there is no evidence of past or current actual oil and gas activities onsite. There is an existing gas line that runs along Clark Avenue (which provides gas service to area residents and businesses), which is not considered a public safety risk. The standard regulatory process requires suspension of construction activity, site assessment and appropriate remediation activities, in the event that any type of hazardous substances are encountered during grading or construction. Therefore, the project would be consistent with this policy and development standard.</p>

<b>Airport Safety</b>	
<p><b>Policy RISK-O-2:</b> <i>The County shall minimize the risk to public safety associated with airport operations.</i></p> <p><b>DevStd RISK-O-2.2:</b> <i>Habitable structures should be located outside the flight approach zone for SMPA runway 2-20 (see Figure 41).</i></p> <p><b>DevStd RISK-O-2.3:</b> <i>Habitable structures shall not be located within the County's "No Build" corridor.</i></p>	<p><b>Potentially Consistent:</b> As discussed in Section 5.0 (Effects Not Significant) the project site is located over two miles from the Santa Maria Municipal Airport, is not subject to significant hazards from the airport, and the project design would not result in significant impacts to any airport operations. The Santa Barbara County Association of Governments (SBCAG) acting as the Airport Land Use Commission determined that the OASIS project was consistent with the Airport Land Use Plan (ALUP) with no conditions. Therefore, the project requests do not conflict with airport safety zones.</p>
<b>VISUAL/AESTHETIC RESOURCES</b>	
<p><b>Policy VIS-O-1:</b> <i>Significant scenic and visual natural resources in Orcutt shall be protected in order to preserve the semi-rural character of the OPA.</i></p> <p><b>Policy VIS-O-2:</b> <i>Prominent public view corridors (U.S. 101, State Routes 1 &amp; 135, Clark Ave., Santa Maria Way, and Union Valley Parkway) and public viewsheds (Orcutt/Solomon Hills, Casmalia Hills, and Orcutt Creek) should be protected.</i></p>	<p><b>Potentially Consistent:</b> The project would involve less than 20,000 square feet of structural development and would retain approximately 85% of the KS18 open space. In addition, although the proposed OASIS development would be visible from surrounding public roads and private residences, the site is located at a lower elevation than the surrounding roads and residences. Mitigation measures identified in Section 4.1 (Aesthetics and Visual Resources) would also reduce impacts to visual resources onsite, including scenic views from surrounding roadways. Therefore, KS18's open space views would remain prominent.</p>
<p><b>DevStd VIS-O-1.1:</b> <i>All development including buildings, understories, fences, water tanks and retaining walls adjacent to designated natural open space areas shall be sited and designed to protect the visual character of these areas and blend in with natural landforms through the use of such methods as setbacks, building orientation, materials and colors (earth tones and non-reflective paints), landscape buffers, shielded exterior lighting, screening of parking areas and inclusion of perimeter roads to allow maintenance of open space corridors.</i></p> <p><b>DevStd VIS-O-2.1:</b> <i>Development shall be sited and designed to minimize disruption of important public view corridors and viewsheds through building orientation, minimization of grading on slopes, landscaping and minimization of sound walls.</i></p> <p><b>DevStd VIS-O-3.4:</b> <i>Trash enclosures shall be located outside of public view to the maximum extent feasible.</i></p> <p><b>DevStd VIS-O-3.5:</b> <i>Rural-type design signs (e.g., wooden, natural colors) shall mark the entrance/exit to Orcutt, and where appropriate, shall identify the route to Old Town Orcutt.</i></p>	<p><b>Potentially Consistent:</b> Mitigation in Section 4.1 (Aesthetics/Visual Resources) would address project consistency with DevStds VIS-O-1.1, VIS-O2.1, VIS-O-3.1, and VIS-O-3.4, including requirement for landscaping to break up the massing of structural development, to blend development into the existing setting, specific requirements to minimize night-lighting illumination of open space areas, and compatibility of sign design with the visual character of the area. With regard to the proposed trash enclosure, the proposed location would minimize visibility from public views.</p>

Section 4.8 Land Use and Planning

<p><b>DevStd VIS-O-3.6:</b> <i>Developers of gateway parcels shall fund and construct median strips along designated gateway roads (i.e., Clark Ave., Santa Maria Way, Union Valley Parkway) that include landscaping with low maintenance trees, shrubs, and groundcover designed to minimize obstruction of views by motorists, bicyclists, and pedestrians. The developer shall be reimbursed by other benefitted owners in accord with the Infrastructure Fee Study.</i></p> <p><b>DevStd VIS-O-3.7:</b> <i>Development on gateway parcels shall be subject to review by the County Board of Architectural Review and/or the Orcutt BAR.</i></p>	<p><b>Potentially Consistent:</b> The LeBard commercial project was approved with a median that does not include landscaping. The OASIS project median was designed to be consistent with the median approved for the LeBard commercial project, as the approved LeBard project frontage improvements effectively limit the available width of the Clark Avenue right-of-way to accommodate travel lanes as well as a new median. The proposed median design does not include landscaping and the limited width is constrained for accommodating planting of trees. The project would be conditioned to revise the proposed median to incorporate feasible plantings acceptable to Public Works (e.g., no plantings permitted that would interfere with line of sight) as well as decorative flatwork consistent with DevStd VIS-O-3.6. Also see discussion of DevStd KS18-6.</p> <p>The project has been reviewed by the NBAR, with positive comments (see NBAR minutes in Appendix D-1). In addition, mitigation in Section 4.1 (Aesthetics and Visual Resources) which include requirements for lighting, landscaping, rooftop equipment, the directional sign, colors, materials, etc. as well as further P&amp;D and NBAR review of associated final plans consistent with requirements for OCP gateway developments and DevStd VIS-O-3.7.</p>
<p><b>Policy VIS-O-4:</b> <i>Public and private stormwater systems (recharge, retention, and retardation basins, culverts, channels, etc.) shall be designed and maintained to be visually attractive.</i></p> <p><b>DevStd VIS-O-4.1:</b> <i>Basins shall be engineered so that perimeter fencing is minimized. Where required, perimeter fencing shall be unobtrusive (while minimizing interference with wildlife movement on rural parcels). Perimeter landscaping of basins shall consist of low maintenance trees, shrubs, turf, etc., and on public basins should be designed to accommodate recreational uses where appropriate. Landscaping and fencing within basins should be maintained through a Landscape-Open Space Maintenance District.</i></p>	<p><b>Potentially Consistent:</b> The proposed retention basin is attractively incorporated into the project landscape plan and no fencing is required or included around the basin (the shallow design does not trigger fencing requirement). Flood Control requirements include long-term maintenance of the basin. In addition, the retention basin would be maintained as part of the overall landscape plan for the development. Therefore, the project would be consistent with this policy and development standard.</p>
<p><b>Policy VIS-O-6:</b> <i>Outdoor lighting in Orcutt shall be designed and placed so as to minimize impacts on neighboring properties and the community in general.</i></p> <p><b>DevStd VIS-O-6.3:</b> <i>Night lighting fixtures adjacent to residential areas shall be of the minimum height and intensity required for security/safety.</i></p>	<p><b>Potentially Consistent:</b> There is currently no lighting within this open space area and therefore any night-lighting will be noticeable from residential properties to the north, south and west. Mitigation included in Section 4.1 (Aesthetics) and Section 4.3 (Biological Resources) requires lighting to be the minimized given the proposed development’s location within an open space and visible from public roads and residential properties. Mitigation also requires lighting to be directed away from Orcutt Creek. With incorporation of mitigation, the project would be consistent with this policy and development standard.</p>

Section 4.8 Land Use and Planning

<b>FISCAL</b>	
<p><b>Policy-FSCL-O-2:</b> <i>The County shall strive to ensure that funding is available for the operation and maintenance of public facilities in the community of Orcutt.</i></p> <p><b>Devstd-FSCL-O-2.2:</b> <i>All development should be required to pay its fair share of the cost of operation and maintenance of public facilities.</i></p>	<p><b>Potentially Consistent:</b> The project would be required to pay development impact fees, adopted by the Board of Supervisors, to cover the project's fair share contribution toward the operation and maintenance of public facilities.</p>
<b>LAND USE ELEMENT</b>	
<p><b>Land Use Development Policy (LUDP) #4:</b> <i>Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan...</i></p>	<p><b>Potentially Consistent:</b> As discussed in Sections 4.10 (Public Services), 4.12 (Traffic), and 4.5 (Fire and Police Services), adequate services and resources are available to serve the proposed project. Also see discussion of Policy CIRC-O-4 (consistency with OCP Circulation policies and standards) and Policy WAT-O-2 (water supplies), as consistency with these two policies is required to determine a project's consistency with LUDP #4 - with regard to roads and water, respectively.</p>
<p><b>Land Use Development Policy #5:</b> <i>Within designated urban areas, new development other than that for agricultural purposes shall be serviced by the appropriate public sewer and water district or an existing mutual water company, if such service is available.</i></p>	<p><b>Potentially Consistent:</b> The project is located within an urban area and would be serviced by public water (Golden State Water Company) and public sewer (Laguna County Sanitation District).</p>

<b>ENERGY AND CLIMATE ACTION PLAN (ECAP)</b>	
<p><b>Energy and Climate Action Plan (ECAP)</b>                      The ECAP is plan to reduce greenhouse gas emissions and includes a variety of strategies for reducing emissions, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>• Sustainable Communities Strategy (e.g., goal of a zero net increase per capita in GHG emissions from passenger vehicles by 2020, etc.)</li> <li>• Land Use Design (e.g., reduce dependency on automobiles, decrease vehicle miles traveled (VMT), increase access to transit, include electric vehicle charging stations, include walking/bike paths, etc.)</li> <li>• Built Environment (increase energy efficiency through location, design, construction, and system, green building standards, cool pavements, awnings to shade windows, incorporate landscaping to cool buildings, etc.);</li> <li>• Renewable Energy (solar, etc.);</li> <li>• Waste Reduction (use of recycled materials in building design, pavement, recycle program for operations, construction); and</li> <li>• Water Efficiency (water conservation, dual plumbing for grey water, etc)</li> </ul>	<p><b>Potentially Consistent:</b> The project would be consistent with some of the strategies for reducing GHGs, including incorporation of solar panels on the roof, onsite storage of roof runoff for landscape irrigation, construction of a bikepath/trail segment (although no complete/usable connection would be provided between Foxenwood Lane and Broadway/California Boulevard), and the project’s location is in general proximity to project visitors (mostly Orcutt area seniors). However, one of the main contributors of GHGs is vehicle emissions from single occupant automobiles. Therefore, the ECAP includes a variety of strategies to encourage alternative forms of transportation. The project would primarily serve area seniors, a population with reduced ability to bicycle or walk long distances and/or up and down hills. The existing OASIS facility on Soares Avenue includes an onsite covered bus stop. However, no new bus stops are proposed as part of the project and existing bus stops are not in locations proximate to the project site to facilitate use by OASIS members, many of whom may be mobility restricted due to the distance and topographic difference between Clark Avenue and the proposed development. Further, as identified by the project applicant, most members who do not drive themselves or carpool would be expected to utilize the SMOOTH Dial-a-Ride service to access OASIS activities onsite, which can result in four vehicle trips per ride as the service would drop off and then return for pickup. Therefore, the project as proposed would be potentially inconsistent with the ECAP goals of reducing GHG emissions. Mitigation requiring implementation of a Transportation Demand Management Plan to reduce project related vehicle emissions would ensure consistency with the ECAP.</p>
<b>SANTA BARBARA COUNTY AIR POLLUTION CONTROL BOARD – 2016 OZONE PLAN</b>	
<p><b>2016 Ozone Plan</b>                      The 2016 Ozone Plan identifies how the SBCAPCD plans to meet the State eight-hour ozone standard. The 2016 Ozone Plan focuses on attainment of the California ozone standards. The 2016 Ozone Plan focuses on reducing ozone precursor emissions through implementation of transportation control measures, which would serve to reduce mobile source emissions, which are the primary source of ROC and NOX emissions in the County.</p>	<p><b>Potentially Consistent:</b> Mitigation identified in Section 4.2 (Air Quality) requiring gas fireplaces/BBQ fixtures (AQ-1), implementation of transportation demand management measures to reduce vehicles emissions (AQ-2) and compliance with standard regulatory requirements including implementation of fugitive dust and particulate emissions during construction would ensure the project would be consistent with SBCAPCD plans to meet attainment standards identified in the 2016 Ozone Plan. Also see discussion of Policies AQ-O-1, AQ-O-2, and AQ-O-3</p>

<b>COUNTY LAND USE AND DEVELOPMENT CODE (LUDC)</b>	
<p><b>RECREATION (REC) ZONE DISTRICT:</b></p> <p><b>Setbacks</b>            Front- 50 ft from road centerline; 20 ft from right of way            Side- 10 ft            Rear- 10 ft</p> <p>Maximum % of net area covered by Structure- 20%</p> <p>Height Limit- 25 ft</p> <p><b>Parking</b>  <u># of Parking Spaces by Use-</u>            Assembly Area - 1 space/30 SF            Office Area - 1 space/300 SF            Educational Area - 1 space/300 SF            Storage Area - 1 space/1,000 SF</p> <p><u>Screening requirements and authority.</u> Screening shall be provided adjacent to all lot lines consisting of a five-foot wide strip, planted with sufficient shrubbery to effectively screen the parking area, or a solid fence or wall not less than four feet in height.</p> <p><u>Uncovered parking areas exceeding 3,600 square feet.</u> Trees, shrubbery, and ground cover shall be provided at suitable intervals in order to break up the continuity of the parking area. Planting islands for these trees and shrubs shall be protected from automobile traffic by either asphalt or concrete curbs. 2. Within the Inland area, landscape islands shall be provided at the ends of all parking lanes.</p> <p><b>Proposed Use</b>  <u>Meeting Center (Religious/Public/Private)-</u> Allowed with approval of a CUP</p> <p><u>Community Centers and Fitness/Health Club or Facility-</u> Not allowed in the REC zone district</p>	<p><b>Potentially Consistent:</b> Development associated with the project requests is limited to the OASIS’ proposed grading, development and use as described in the Development Plan and Conditional Use Permit applications (e.g., grading, 15,661 SF structural development, parking, access driveway from Foxenwood Lane and related grading/installation of retaining walls, retention basin, trail/bikeway, landscaping, etc.). Therefore, the discussion below addresses “development” associated with the Development Plan and Conditional Use Permit components.</p> <p><u>Setbacks, Coverage, Height Limit:</u> As identified on the Cover Sheet, Overall Site Plan dated 4/10/19 (EIR Figure 2-17), structural development is located near the center of the OASIS property and complies with the LUDC front, side and rear setbacks. Building coverage would be approximately 7% (less than the 20% maximum) and maximum height of structures would be 24 ft, 6 in (less than the 25 ft height limit).</p> <p><u>Parking Spaces (#s):</u> The project would provide 155 parking spaces. The LUDC requires 229 spaces based on the square footage of various use areas in the proposed OASIS structures. Therefore, the applicant is requesting a modification to allow 74 fewer spaces than would be required per the LUDC. The project could be found consistent with the LUDC with regard to number of parking spaces, subject to either 1) Board approval of the requested modification or 2) incorporation of the additional LUDC required parking spaces (74) into the project plans.</p> <p><u>Parking Screening Landscaping:</u> The project parking areas currently comply with the required landscaping standard for uncovered parking areas exceeding 3,600 SF. The parking lot may be revised based on mitigation in section 4.11 (Recreation and Open Space) to address placement and adequate width of the proposed bikeway/trail and associated plantings on both sides of the bikeway/trail. The final landscape plan will need to comply with including specific plant species and sizes would be subject to review and approval by P&amp;D prior to zoning clearance to ensure consistency with this LUDC standard.</p>

## RESIDUAL IMPACTS

**Impact LU-1: The project would result in a change in character of the site and the scale of development on the site, which would present potential quality of life compatibility issues. This impact would be significant (Class I).**

Sections 4.1 (*Aesthetics/Visual Resources*), 4.9 (*Noise*), and 4.11 (*Recreational and Open Space*), and 4.12 (*Transportation and Circulation*) would partially mitigate but residual impacts quality of life impacts would remain significant.

**Impact LU-2: The project would be potentially consistent with the applicable policies and development standards in the OCP, which were adopted for the purpose of avoiding or mitigating significant environmental effects. (Class II)**

Implementation of standard conditions and mitigation measures identified in Sections 4.1 through 4.7 and 4.9 through 4.13 would reduce this impact to a less than significant level.