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Final

February 1983

Environmental Impact Report

SOUTHPOINT ESTATES

82-EIR-18

Orcutt

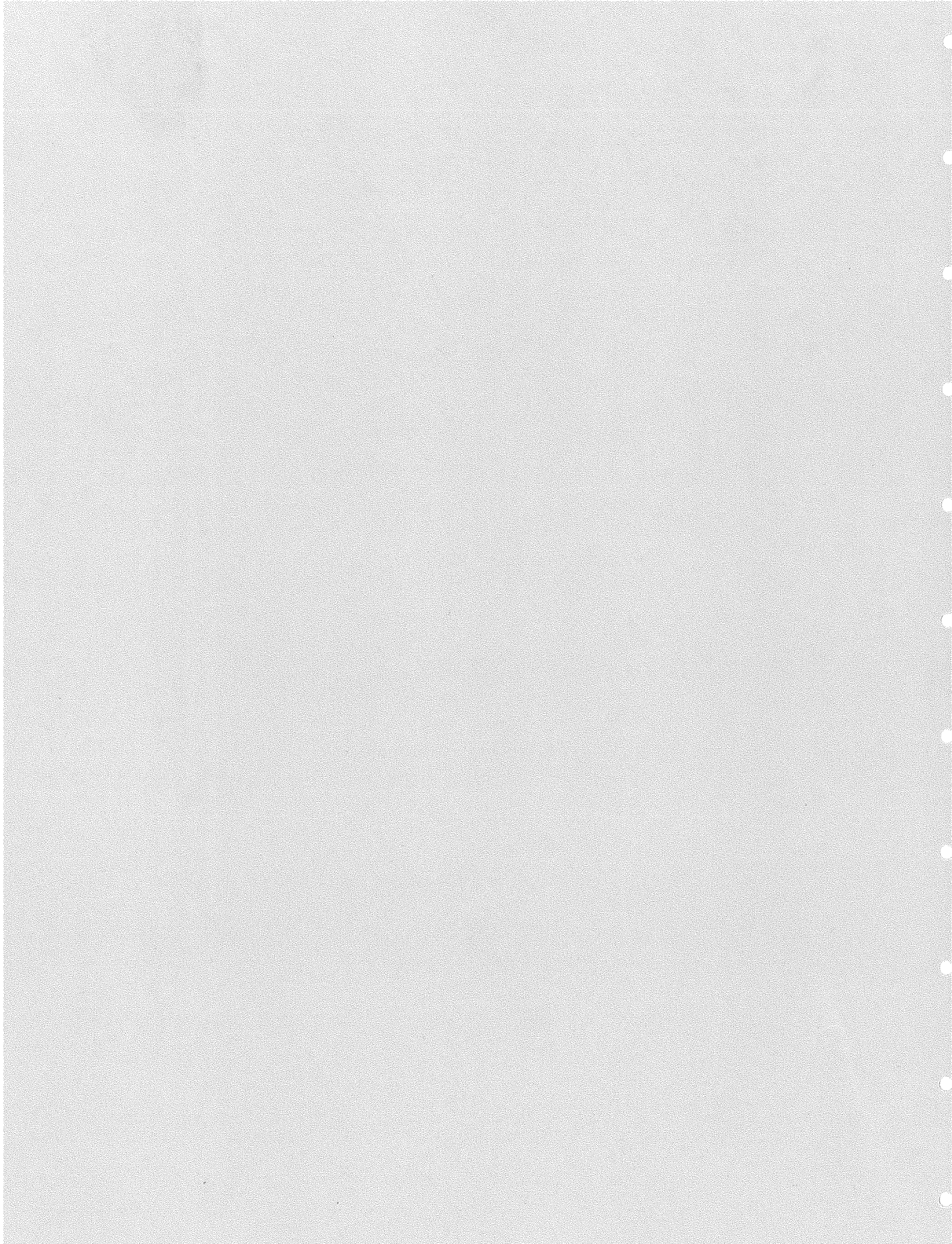
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FROM: Jeffrey T. Harris, Deputy Director *JTH*
Division of Environmental Review

DATE: February 18, 1983

RE: Transmittal of 82-EIR-18 (Southpoint Estates)

Attached is the Final Environmental Impact Report for the proposed Southpoint Estates Project (TM 13,345). A summary of environmental impacts and mitigation measures is included on pages 4 - 8 of the EIR.

This document fulfills environmental review requirements for this project, and discretionary processing may now proceed. Any substantial project changes will require additional environmental review.

JTH:ERS:kf

FINAL

ENVIRONMENTAL IMPACT REPORT

for

SOUTHPOINT ESTATES

TM 13,345

82-EIR-18

FEBRUARY 1983

Prepared for the

COUNTY OF SANTA BARBARA

DEPARTMENT OF RESOURCE MANAGEMENT

by

PLUS

Planning Land Use Services

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1.0 INTRODUCTION

PURPOSE OF THIS REPORT

The California Environmental Quality Act (CEQA) requires an Environmental Impact Report (EIR) to be prepared for projects such as Southpoint Estates which could have potentially significant impacts on the environment. Environmental Impact Reports are devised to identify individually or cumulatively significant environmental effects brought on by the project. The document further suggests measures to mitigate the environmental impacts identified during preparation. The EIR process also encourages community input into the project development.

The Lead Agency for a project is "the public agency which has the principle responsibility for carrying out or approving a project" (Calif. Admin. Code, Section 15030). The environmental documents are either prepared by the Lead Agency directly or contracted out. The Santa Barbara County Resource Management Department, acting as Lead Agency, prepared an Initial Study to determine the potentially significant impacts associated with the Southpoint Estates project. It is included in this document as Appendix A. The Initial Study along with the consultant's "Statement of Work", define the scope of this report.

In preparing the EIR for the proposed Southpoint Estates project, the report preparers have made maximum use of pertinent policies, guidelines, and existing reports and documentation. Primary planning documents referred to in this report (but not incorporated by reference) include:

- Santa Barbara County Comprehensive Plan and Comprehensive Plan EIR (80-EIR-3)

- Environmental Impact Report for the Orcutt 13 Project (79-EIR-1)
- Environmental Impact Report for the Meadowview Estates Project (82-EIR-7)
- Environmental Impact Report for the Foxenwood South Project (79-EIR-19)
- Noise Element for the City of Santa Maria

Copies of these documents can be found on file at the County Resource Management Department.

BACKGROUND

The Southpoint Estates project was previously assessed in 1979 as part of the Orcutt 13 EIR. This report assessed the entire development of 163 single family residential units. This project was ultimately approved by the Board of Supervisors.

Of these units, 38 have been constructed and an additional 37 are now under construction. The proposed project involves 86 dwelling units (plus two additional units already existing on the site) and would complete development of the tract.

Due to expiration of the original tentative tract map, this final phase of the Southpoint Estates project required a new planning application. Although the proposed project is virtually the same as the originally proposed project, much of the information contained in the Orcutt 13 EIR required updating. Additionally, specific environmental topics not previously identified as significant in the former document could now be considered significantly adverse.

2.0 SUMMARY/IMPACT MATRIX

The Impact Matrix (Table 1) summarizes the impacts of the proposed project as determined by this EIR. The only significant unavoidable impact for which the decision makers must issue a statement of overriding considerations was found in the area of cumulative water demand. The water made available through the urban runoff recharge program has been totally committed and further water demands would increase the overdraft in a highly impacted ground water basin.

Significant impacts which can be feasibly mitigated for which the decision maker must issue findings, were found in the areas of:

- Noise - a portion of the site is subject to high levels of traffic generated noise.
- Cumulative Traffic - all proposed projects in the area will increase existing traffic congestion

Adverse impacts found not to be significant were found in the areas of: project generated traffic, project specific water use, energy, and cumulative loss of open space.

TABLE 1. PROPOSED SOUTHPOINT ESTATES PROJECT
SUMMARY OF PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

I. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS FOR WHICH THE DECISION MAKER MUST ISSUE A "STATEMENT OF OVER-
RIDING CONSIDERATIONS" UNDER SECTION 15089(b) OF THE STATE EIR GUIDELINES IF THE PROJECT IS APPROVED

<u>RESOURCE</u>	<u>DESCRIPTION</u>	<u>PARTIAL</u>	
		<u>MITIGATION MEASURES</u>	<u>RESIDUAL IMPACT</u>
A. Cumulative Water Use	<ul style="list-style-type: none"> • Cumulative unmitigated water demand of 412 AFY exceeds threshold of significance for a heavily overdrafted ground-water basin (p.32). 	<ul style="list-style-type: none"> • Regional groundwater management program; recycling wastewater; urban runoff injection 	<ul style="list-style-type: none"> • Significant; depletion of groundwater basin

II. SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE FEASIBLY MITIGATED OR AVOIDED FOR WHICH THE DECISION MAKER MUST MAKE "FINDINGS" UNDER SECTION 15088(a) OF THE STATE EIR GUIDELINES IF THE PROJECT IS APPROVED

A. Noise	<ul style="list-style-type: none"> • Lots on east side of project are subject to traffic noise in excess of 65 dBA Ldn (p.22). 	<ul style="list-style-type: none"> • Submit acoustical analysis indicating alternatives which would achieve compliance with established noise standards. Options include a noise wall or sealing walls of structures oriented toward the noise source. 	<ul style="list-style-type: none"> • Insignificant
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SUMMARY OF PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

II. CONTINUED

<u>RESOURCE</u>	<u>DESCRIPTION</u>	<u>MITIGATION MEASURES</u>	<u>RESIDUAL IMPACT</u>
B. Cumulative Traffic	<ul style="list-style-type: none"> With increased growth in Orcutt area, some local intersections would experience peak hour congestion (p. 28).. 	<ul style="list-style-type: none"> Signalize and widen intersections to improve traffic flow; promote car pooling; initiate a mass transit system. Some measures would require the County to initiate an assessment fund. 	<ul style="list-style-type: none"> Insignificant.

III. OTHER ADVERSE ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT

<u>RESOURCE</u>	<u>DESCRIPTION</u>	<u>OPTIONAL MITIGATION MEASURES</u>
A. Project Traffic	<ul style="list-style-type: none"> Project would generate 86 peak hour trips which would add to intersections experiencing congestion (p. 28). 	<ul style="list-style-type: none"> None recommended
B. Project Water Use	<ul style="list-style-type: none"> Project adds demand of 24 AFY to a groundwater basin in overdraft (p. 32). 	<ul style="list-style-type: none"> Promote use of drought tolerant landscaping; installation of water conservation devices

SUMMARY OF PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

III. CONTINUED

<u>RESOURCE</u>	<u>DESCRIPTION</u>	<u>OPTIONAL MITIGATION MEASURES</u>
C. Cumulative Loss of Open Space	<ul style="list-style-type: none"> • The large number of development projects in the Orcutt area has resulted in the loss of open space (p.38). 	<ul style="list-style-type: none"> • Encourage clustered development and dedication of open space within projects to the public
D. Energy	<ul style="list-style-type: none"> • Increase in use of electricity, natural gas, and gasoline (p. 45). 	<ul style="list-style-type: none"> • Promote use of solar water heating and passive solar heat in design of houses

IV. ALTERNATIVES TO THE PROPOSED PROJECT

A. No Project	<ul style="list-style-type: none"> • The project site would remain as open space with no urban impacts
B. Clustered Development	<ul style="list-style-type: none"> • Clustered development achieves environmental benefits such as preservation of open space, and conservation of resources.
C. Bonus Density	<ul style="list-style-type: none"> • Implementation of bonus density would satisfy the need for affordable housing but would cause greater impacts on water demand, traffic, airport approach zone, and noise.
D. Lower Density	<ul style="list-style-type: none"> • Lower density would slightly reduce potential physical impacts while increasing housing costs.

SUMMARY OF PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

V. BENEFICIAL IMPACTS

- Small increase in revenues, employment, and sales for the local economy
- Increased property tax revenues for the County
- Anticipated provision of below market rate units

VI. CONSISTENCY WITH ADOPTED GOALS AND POLICIES

A. Hillside and Watershed Protection Policies

These policies focus on limiting the amount of grading required for site development and seek to preserve natural features such as native vegetation. This project would require extensive fill in order to create lots 32 and 33. Disturbance to eucalyptus groves could occur during grading and construction. Therefore, this project could be considered generally inconsistent with the Hillside and Watershed Protection policies.

B. Flood Hazard Area Policy

Policy #1 speaks to development within flood zones. Portions of lots 32 and 33 would require extensive fill in the flood zone in order to create the lots. This action should be considered inconsistent with the intent of the Flood Hazard Area policy.

SUMMARY OF PROJECT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

VI. CONTINUED

C. Environmental Resource Management (ERME) Policies

Relevant ERME policies identify potential development constraints such as flood, airport safety, and noise restrictions. Development of lots 32 and 33 should be considered inconsistent with identified flood hazard policies.

D. Noise Element Policies

These policies focus on describing acceptable noise levels for noise sensitive uses such as residential units. Lots 74-79 of the proposed subdivision would exceed the established threshold of significance. Therefore, unless mitigation measures are enforced, this project should be considered inconsistent with the Noise Element policies.

3.0 PROJECT DESCRIPTION

PROJECT APPLICANT

S.P.E. Corporation
647 Camino de los Mares #200
San Clemente, CA 92672

PROJECT LOCATION AND LEGAL DESCRIPTION

The Southpoint Estates site is located east of downtown Orcutt. The proposed project is the final phase of a three phase housing development, and is bounded to the north by the two previous phases of Southpoint Estates (Phase 2 is currently under construction). Further north are older single family homes. Bordering the project site on the south is Clark Avenue with low density residential uses and commercial development. Broadway Street constitutes the western boundary with a sizeable mobile home park and vacant land. Highway 135 (Orcutt Road) and its adjacent frontage road are east of the proposed project.

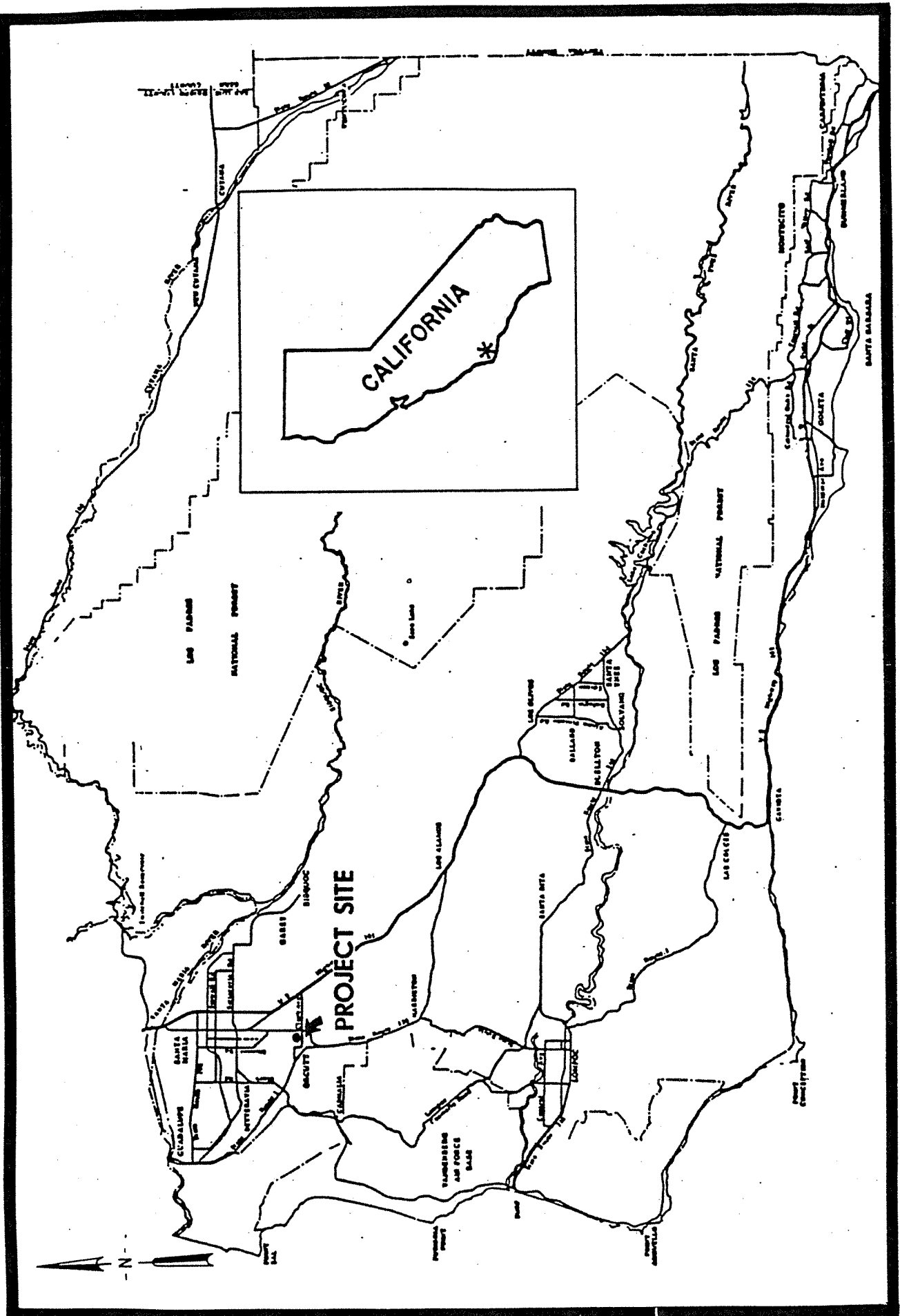
The Southpoint Estates site is 55.7 acres. Included in the project is a non-adjointing 4 to 5 acre parcel to the northeast, surrounded by Phase 1 of the development. The assessor's parcel numbers for the subject property are:

- 105-180-39
- 105-020-12
- 105-020-25
- 105-020-050

Please refer to Figures 1 and 2 for Regional and Local Settings.

PROJECT OBJECTIVES

The objectives of the proposed project are to provide 86 single family dwelling units. The realization of this project would accomplish the



applicant's goals of completing development of the tract.

PROJECT CHARACTERISTICS

The applicant proposed subdivision of 55.7 acres into 94 lots. Lots 1-86 are in the northern 24 acres of the site and would be developed for single family residential use. The remaining lots 87, 88, 89, 92, and 93 would be reserved for Open Space. Together these lots constitute the remaining 31.5 acres of the site and are located in the lower flood plain area on the southern portion of the site which is bisected by Orcutt Creek. Lots 90, 91, and 94 are intended for the private road system within the project (see Figure 3 and Table 2).

As part of the construction phase of this project grading would occur over much of the site to prepare for future building pads and roadways. The project engineer estimates the need for approximately 40,000 cubic yards of grading, and expects to follow existing topography as much as is feasible.

Of the proposed units, 65 would be 3-bedroom, the remaining 21 units would be 4-bedroom. The homes would be constructed on 8,000 square foot lots and would range in size from 1,400 square feet to 1,700 square feet. Phase II of the Southpoint Estates project consisted of 3-bedroom and 2 bath homes selling for \$95,000 to \$106,000. The applicant states that the low end of this current phase is expected to sell for under \$100,000 (Dennis Bethel & Assoc.; 11/1982). However, given that Phase III includes 4-bedroom units, the report preparers feel that a reasonable estimate for this phase would be \$105,000 to \$115,000. This range would allow most units to be priced within the middle income range. Currently, the County of Santa Barbara classifies middle income housing as having maximum sales prices of

\$107,550 for a 3-bedroom unit, and \$114,250 for a 4-bedroom unit (see also Appendix C). While middle income housing is considered to be below market rate housing, technically it is not considered "affordable housing." However, middle income housing does comply with the intent of Housing Element Policy #25 (see also 6.1-Growth Inducement). The residences are designed to be similar to existing homes in the earlier phases of Southpoint Estates. Construction of the residential development is expected to take about 8-12 months.

TABLE 2
CONCEPTUAL LAND USE BREAKDOWN

<u>Use</u>	<u>Square Footage</u>	<u>Percentage of Property</u>
Residential Lots	753,433	31
Recreational Area	140,000	6
Open Space	1,370,370	56
Roads and Walkways	144,560	6
Landscaping	18,800	<u>1</u>
		100%

ENVIRONMENTAL SETTING

The 55.7 acre project site is currently undeveloped. Topographic conditions range from nearly level ground to slopes of approximately 30 percent. Soils on-site are of the Marina Sands series. Annual grasses and occasional shrubs can be found on the property. The site is heavily wooded in some areas with stands of eucalyptus trees. Orcutt Creek is an intermittent stream which traverses the southern portion of the project site.

Grading has already occurred on lots 21-24, 34-41, and 63-71 as part of the current building phase under Grading Permit No. 94181. Steep, erodible slopes have been created along the naturally occurring slope bordering the southern side of the proposed lots. Lots 11-14 and 26-31 are covered by a mature eucalyptus grove.

CONSISTENCY WITH ADOPTED GOALS AND POLICIES

Land Use Element. The Santa Barbara County Comprehensive Plan Land Use Element designates the site as single family residential of 10,000 square foot lots. The zoning designation for the Southpoint Estates project site is 10-R-1-PR-0 (Planned Residential, 3.3 units per acre with oil drilling overlay). The proposed project, an Open Space subdivision, is in conformance with both land use and zoning designations.

The Land Use Element (August 1982) also contains the goals and policies which are "...designed to encourage the qualities that make this County unique" (p. 80). Adopted goals and policies in this Element which are relevant to the proposed Southpoint Estates project, include the:

- Hillside and Watershed Protection Policies
- Flood Hazard Area Policies

Specifically, the Hillside and Watershed Protection Policies state in part that:

1. Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain (p. 86).
2. All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space (p. 86).

In general, this project would seek to minimize grading and expects to follow existing topography as much as is feasible. No building is proposed for areas with steep slopes. Potential conflict arises out of the development of lots 32 and 33, the western most two lots south of Hartnell Road. They have very little buildable area as currently

shown and would require extensive fill in the flood plain in order to become buildable. Due to the complex nature of these modifications, it is recommended that these lots be deleted and added to the existing Open Space lot 92. In addition, disturbance to the eucalyptus groves (as described in the Environmental Setting) should be minimized during grading and construction.

The pertinent Flood Hazard Area policy states that:

1. All development, including construction, excavation, and grading, except for flood control projects and non-structural agricultural uses, shall be prohibited in the floodway unless off-setting improvements in accordance with HUD regulations are provided. If the proposed development falls within the floodway fringe, development may be permitted, provided creek setback requirements are met and finish floor elevations are above the projected 100-year flood elevation, as specified in the Flood Plain Management Ordinance (p. 89).

As discussed previously, portions of lots 32 and 33 may encroach upon the 100-year flood plain upon completion of grading and fill activities. For this reason, it is recommended that these lots be deleted and added to the existing Open Space lot 92. The County Flood Control and Water Agency also requires a 50 foot setback from the top of the embankment.

Environmental Resources Management Element (ERME). The property is shown to have the potential for flood, airport safety, and noise problems according to the ERME map. The flood hazard was previously discussed under the Land Use policies of this section. Airport safety and noise problems are discussed in Sections 4.1 and 4.2 respectively.

Noise Element. Under Policy #2 of the Noise Element, residential units are defined as noise sensitive uses. Accordingly, the proposed project should comply with the following Noise Element policies:

1. In the planning of land use, 65 dB Day-Night Average Sound Level should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs.
3. Noise-sensitive uses proposed in areas where the Day-Night Average Sound Level is Ldn 65 or more should be designed so that interior noise levels attributable to exterior sources do not exceed CNEL 45 when doors and windows are closed. An analysis of the noise insulation effectiveness of proposed construction should be required, showing that the building design and construction specifications are adequate to meet the prescribed interior noise standard.
4. Residential uses proposed in areas where the Day-Night Average Sound Level is 65 dB or more should be designed so that noise levels in exterior living spaces will be less than Ldn 65. An analysis of proposed projects should be required, indicating the feasibility of noise barriers, site design, building orientation, etc., to meet the prescribed exterior noise standard.

The proposed project would be inconsistent with these policies in that lots 74-79 are within the 65-69 dBA Ldn noise contour. At this time no noise mitigation has been proposed by the applicant and an acoustical analysis is not on file with the County (Steve Shively, Engineer, 11/1982). Noise problems are discussed in detail in Section 4.2.

4.0 POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS, SETTING, IMPACT, AND MITIGATION MEASURES

4.1 AIRPORT APPROACH ZONE

ENVIRONMENTAL SETTING

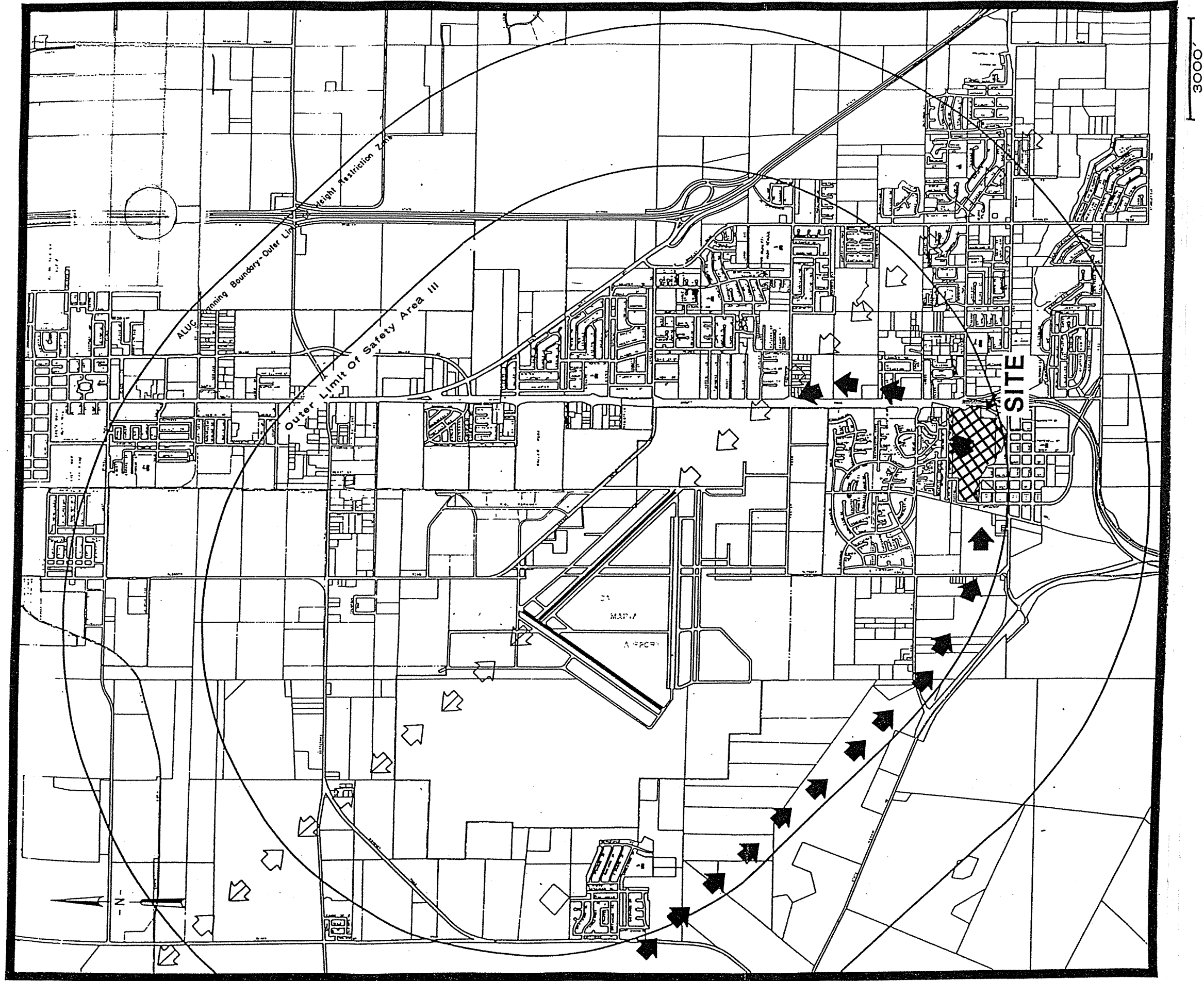
The project site is currently undeveloped and is located approximately two miles south of the Santa Maria Airport. Planning documents which apply to the proposed project in determining airport land use considerations are:

- Airport Land Use Plan for Santa Barbara County
- Master Plan for the Santa Maria Public Airport

Land use compatibility with the Safety Zone III designation of the Santa Maria Airport and left turn approach patterns are examined in this section. The Safety Zone Areas I, II, and III designated by the Santa Barbara County Airport Land Use Plan (ALUP) delineate degrees of hazard and restrict development of new projects which are incompatible land uses within the airport vicinity. According to the ALUP, the Southpoint Estates site is located within Safety Zone III and is also directly underneath the left turn approach zone (see Figure 4). The threshold for review on residential land in Safety Zone III is a density of more than four housing units per acre.

PROJECT IMPACTS

Airport safety land use restrictions are designed to minimize the potential tragedy of an airplane crash. Land uses within close proximity to airports are regulated such that loss of life and property would be minimized. Airport Districts have also taken measures to encourage safety of surrounding uses. Operational flexibility at the Santa Maria Airport has been restricted due to urban encroachment to the north, east, and south of the airport.



LEGEND


 Left Turn Approach Path

Figure 4 Airport Safety Areas and Approach Paths

(Source: Airport Land Use Plan for S.B. County)

However, these operational limits which do not allow best use of the airport facilities have resulted in the achievement of acceptable safety standards.

The Southpoint Estates site is zoned for 3.3 units per acre and is designated "Planned Residential." This designation has allowed the construction of the proposed units on the northern half of the property (86 lots), leaving the southern 31.5 acres reserved for Open Space. This design was originated to accomodate the floodway area, while taking advantage of the maximum allowable units. As proposed, there would be a density of approximately 3.5 units per acre in the built portion of the subdivision. When the Open Space lots are averaged in, the density over the entire property becomes 1.5 dwelling units per acre. Consequently, the proposed subdivision is in conformance with the density standards established in the ALUP. The potential for safety and land use impacts have been determined to be adverse but not significant.

MITIGATION MEASURES

The proposed project is consistent with the guidelines for development within Safety Zone III as stated in the ALUP and therefore no mitigation measures are required.

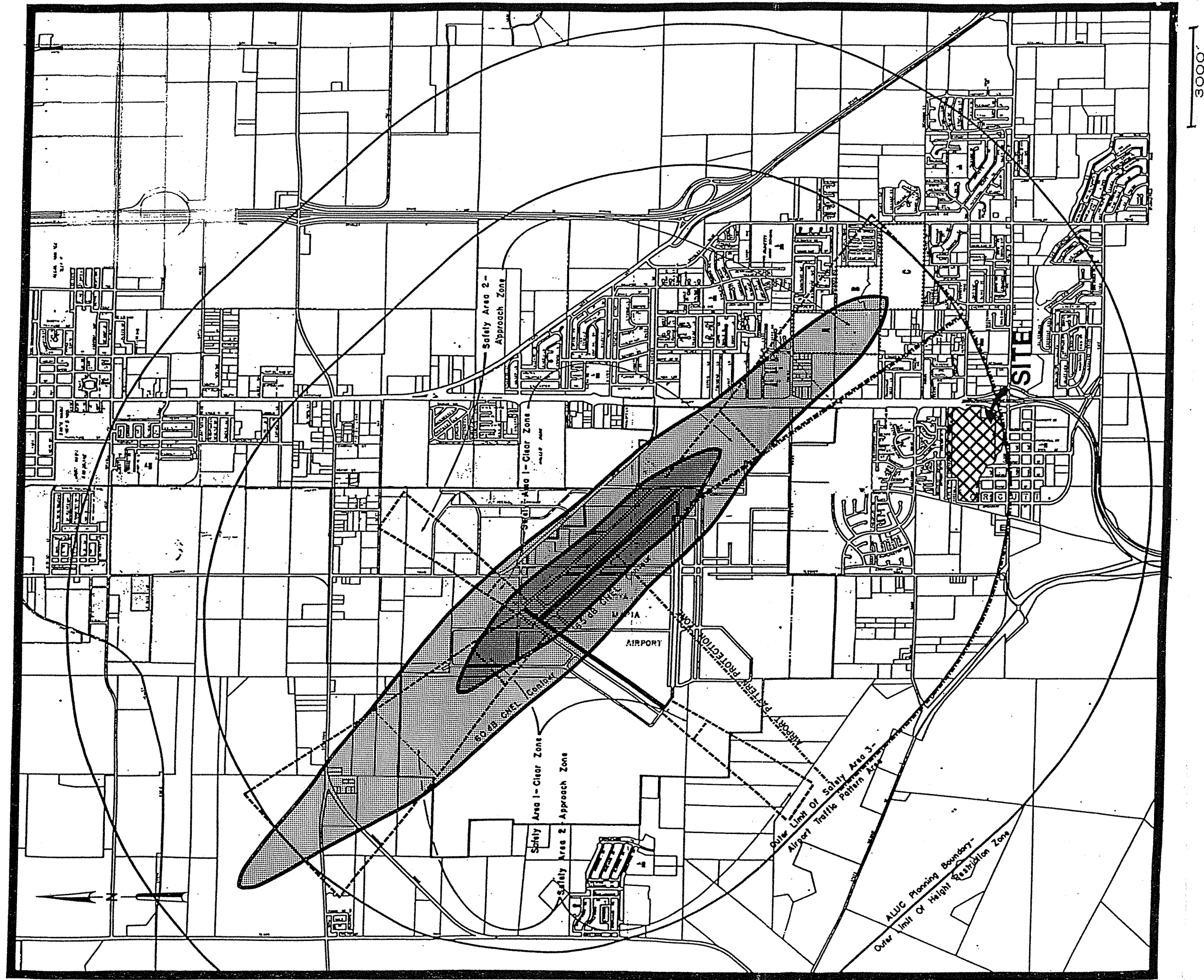
4.2 NOISE

ENVIRONMENTAL SETTING

The proposed project site is currently subject to noise impacts generated from aircraft using the Santa Maria Airport as well as from vehicles traveling along Highway 135. Additional noise impacts would occur as a result of construction and subsequent occupancy of the proposed units.

Airport Noise. The subject property is located approximately two miles south of the Santa Maria Airport. The California Airport Noise Standards describe an airport as having "noise problems" if residential uses, schools, or other specified land uses are situated within the 70 decibel (dBA) Community Noise Equivalent Level (CNEL) contour. The CNEL noise measure considers noise level and length of exposure within a community area. In 1972, it was determined that the Santa Maria Airport did not have a "noise problem" since the 70 dBA and the 65dBA contours were contained entirely within the airport boundaries (S.B. County Comprehensive Plan Noise Element). The reader is also referred to Figure 5. Using the year 2000 projection of aircraft operations, the Master Plan for the Santa Maria Public Airport found that the 65 dBA contours were still contained within the airport property lines. Therefore, the noise impacts due to overflight at the proposed site are currently of a low to moderate level.

Highway Noise. The proposed subdivision would be located directly west of the frontage road and Highway 135. The highway is expected to be the primary source of a significant noise impact associated with the project. The County of Santa Barbara uses the Average Day-Night Noise Level (Ldn) as the measurement for describing noise



LEGEND

60dB CNEL Contour

65dB CNEL Contour

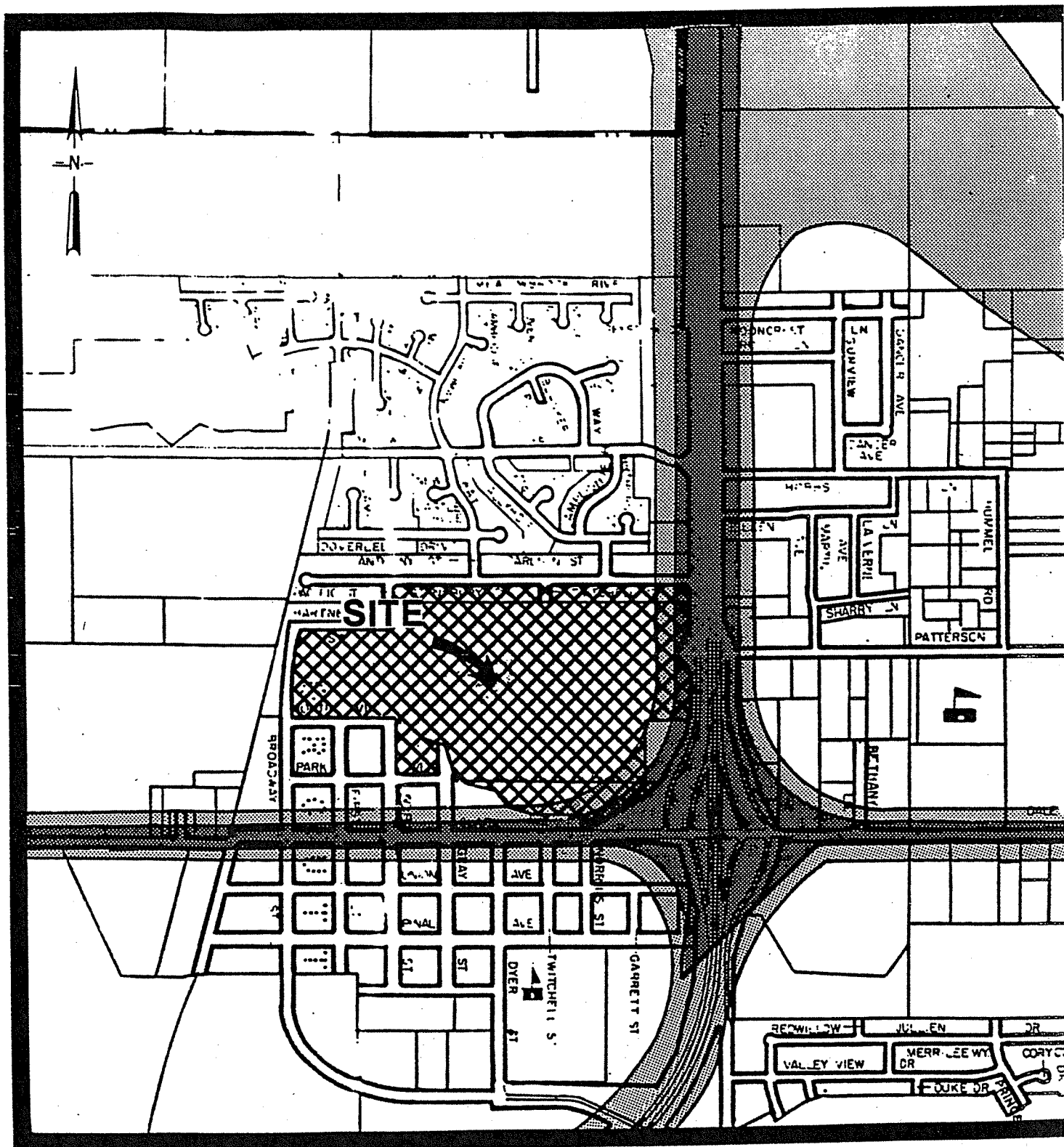
Figure 5 Current Airport Noise Contours
(Source: Airport Land Use Plan for S.B. County)

impacts (CNEL and Ldn are similar noise measurements and usually agree within 1 dB). The Noise Element establishes a 65 dBA Ldn as the maximum exterior noise exposure compatible with residential land uses. In addition, residences proposed within the 65 dBA Ldn contour should be designed so that interior noise levels attributable to exterior sources do not exceed 45 dBA Ldn when doors and windows are closed. At present the 65 dBA Ldn contour extends onto the eastern most portion of the property.

Project Generated Noise. Currently, ambient noise levels on-site and in the project vicinity are primarily affected by short-term construction activities related to Phase II of this project, and vehicular and operational noise attributable to existing residences in the neighborhood. Present noise levels associated with existing uses on-site and in the vicinity range from low to moderate.

PROJECT IMPACTS

Airport Noise. Aircraft operations would contribute to the noise level on the site in the form of intermittent single-event noise incidents. Aircraft using the Santa Maria Airport on approach would fly directly over the project site, however this route is not normally used on departure (see Figure 4). The future residents would experience sporadic levels of relatively high noise exposure from this source. Given that this project is outside of the 65 dBA contour, established noise standards would not be exceeded. Therefore, the airport noise impact upon the proposed project is considered to be adverse but not significant. However, future occupants of the proposed subdivision would still be subject to aircraft noise of a level that is likely to be considered a nuisance.



LEGEND



60-64dBA CNEL



65-69dBA CNEL

Figure 6

Current Highway Noise Contours

(Source: S.B. County Comprehensive Plan
Noise Element)

Highway Noise. The portion of the proposed project located within the 65 dBA Ldn noise contour would contain Lots 74-79, which constitute the eastern 7% of the project. Lots 74 and 79 have existing dwelling units which would remain upon approval of the remaining lots. These six lots along the frontage road are expected to experience exterior noise levels ranging from 65-69 dBA Ldn. The expected vehicular noise generated is directly related to traffic volume on Highway 135. The anticipated noise levels constitute a potentially significant impact to future residents. At this time the applicant has not incorporated noise mitigation measures into the project description.

Project Generated Noise. The proposed project has the potential to incrementally contribute to ambient noise levels in the vicinity during project construction and subsequently upon occupancy of the units.

Construction related noise impacts would be intermittent and relatively short-term in nature (8-12 months). Due to proximity to Phases I and II, however, construction related activities would contribute to ambient noise levels. While this increase is not judged to be significant, existing residences could be adversely affected. Construction related noise generating activities can be regulated such that impacts are minimized.

Vehicular traffic and resultant noise increases attributable to future occupants of the proposed subdivision could affect adjacent phases. However, it is judged that this traffic would be dispersed throughout the entire private road system such that increases in ambient noise levels would be negligible. Such dispersal would be accommodated by the extension of Hartnell Road through to Broadway. In addition,

vehicles travelling within the residential area are not expected to be moving at speeds high enough to generate significant noise impacts.

MITIGATION MEASURES

In order to fully mitigate the anticipated noise impacts to Lots 74-79 to acceptable levels, an acoustical analysis performed by a registered acoustical engineer should be required. The report should demonstrate that the proposed project is in compliance with the California State Noise Insulation Standards and the Santa Barbara County Noise Element for exterior and interior noise thresholds, by offering mitigating alternatives to achieve these standards. (Recommended by the consultant).

Appropriate operational mitigation measures might include (all consultant proposed):

- Use of sound attenuation barriers such as berms or walls, possible supplemented by dense vegetation
- Proper orientation and/or height restrictions
- Reduced window area or double pane windows

If effectively implemented, these mitigation measures could reduce potentially significant impacts to non-significant levels.

Reduction of construction related noise impacts should include (all consultant proposed):

- Restriction of on-site construction activities to weekdays between 8 a.m. to 5 p.m.
- Upon completion of Hartnell Road, entrance from the west (Broadway) would reduce ambient noise levels in the vicinity of existing phases

These measures would help reduce potentially adverse noise impacts.

4.3 TRAFFIC

ENVIRONMENTAL SETTING

The project site is located just north of Clark Avenue and "Old Orcutt", and west of State Highway 135 (Orcutt Expressway). Access to the site is from Orcutt Frontage Road onto the project road system from the east, and Stansbury Drive via Twitchell Street on the north. The regional street system is shown in Figure 7.

Clark Avenue south of the site is a four lane major road with left turn channelization. Traffic counts performed on 8/4/82 (Siemer, Dept. of Transportation, 1982) west of State Highway 135 show a total volume of 7740 (24 hour east and west combined). East of Highway 135, the totals are 5577 westbound and 5515 eastbound. Capacity of Clark Avenue is approximately 3000 vehicles per hour.

Along the west side of the project site Broadway Street is designated as a collector by the Comprehensive Plan Circulation Element (1980). It is designed to extend from Clark Avenue in Old Orcutt to Foster Road near the Airport. Broadway is not completed between Hartnell Street and Foxenwood Drive. As future development takes place in this area, it will be the responsibility of the developer to complete this section of roadway. The intersection of Broadway and Clark Avenue is controlled by a four-way stop sign.

To the north of the project site, traffic circulation is accomplished on the residential streets of the Foxenwood development. By utilizing Foxenwood Drive and Broadway, traffic can reach Foster Road and Highway 135. South of the project site circulation is accomplished

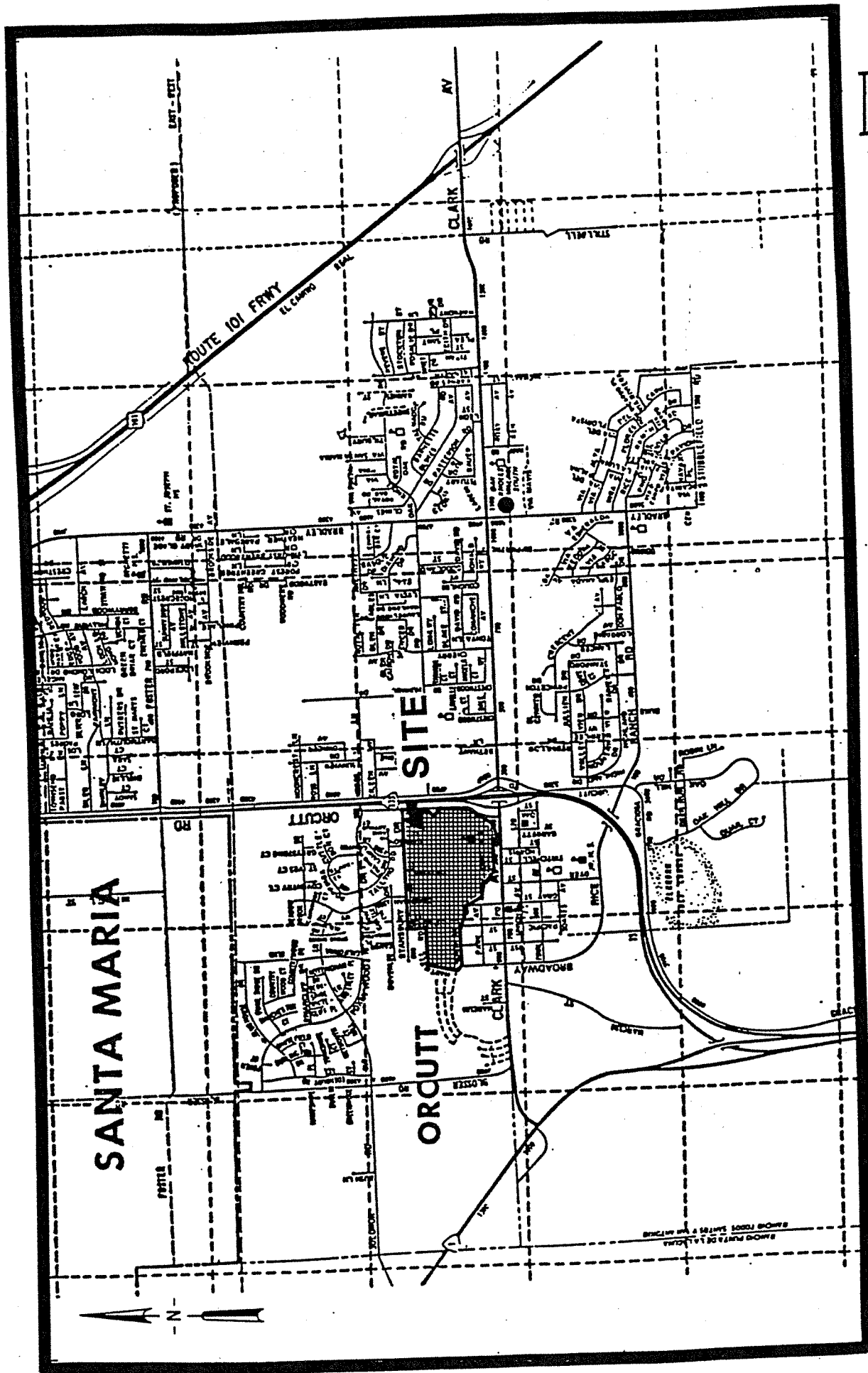


Figure 7 Regional Street System

via Orcutt Frontage Road and Clark Avenue. The intersection of Orcutt Frontage Road and Clark Avenue is adjacent to the Highway 135 southbound on and off ramps. This results in a confusing intersection geometry and causes some peak hour congestion.

PROJECT IMPACTS

The internal circulation of the proposed project is to be on a private road system with controlled access at three points: Hartnell Road at Pacific Street, Twitchell Street off Stansbury Drive, and Wilson Drive off Orcutt Frontage Road. The completion of Hartnell Road through the project site will improve internal circulation and allow access to Old Orcutt via Broadway. This would remove the necessity of having to use the frontage road and slightly congested intersection at Clark Avenue for access to Old Orcutt.

Because of the intersection geometry of the Orcutt Frontage Road/Clark Avenue/Highway 135 southbound ramps intersection, there can be some delays even though the traffic volumes indicate the intersection is operating at level of service (LOS) A (see Appendix B). During the morning peak hour approximately 20 percent of the vehicles turning left from the frontage road onto Clark Avenue make an immediate right turn onto the southbound on ramp of Highway 135. Waiting for the opportunity to do this creates queues of 10 to 15 cars. Since outbound morning peak hour traffic is critical for this movement, the project generated traffic was analyzed for the morning peak hour.

The project proposes the development of 86 residential units which would result in the generation of 860 vehicle trip ends (VTE) per day (ITE, 1979). Approximately 10 percent or 86 trips would originate from the project during the morning peak hour. These trips would be distributed over the local roadways with 20 percent going north through

Foxenwood to Foster Road, 10 percent going south on Broadway, and 70 percent would use the Orcutt Frontage Road to Clark Avenue. These 60 additional trips would not change the LOS A for this intersection although they would add incrementally to the existing congestion resulting from the intersection geometry.

Caltrans has considered signalizing the Clark Avenue/Highway 135 intersection, but the frontage road is too close to the off ramp. The cost of realignment would be too prohibitive to make the improvement (Siemer, Dept. of Transportation, 1982). The eventual completion of Broadway will relieve some of the congestion at this intersection by providing a second access route to Old Orcutt and Clark Avenue for the residential areas north of the project site. At the time Broadway is completed, a traffic signal may be needed at the intersection of Clark Avenue and Broadway.

MITIGATION MEASURES

The County Department of Transportation has determined that no mitigation measures would be required of this project. As part of the project plans the applicant will be improving the section of Broadway that fronts on this parcel. The need for signalization of the Clark Avenue and Broadway intersection is under review (Siemer, 1982).

4.4 WATER SUPPLY/DEMAND

ENVIRONMENTAL SETTING

Water supply for the proposed project would be delivered from the California Cities Water Company (CCWC), which derives its supply from the Santa Maria Groundwater Basin. This groundwater basin is currently experiencing an overdraft estimated at 20,000 acre feet per year (AFY), while the safe yield is 79,000 AFY (Santa Barbara County Water Agency, 1977). Considerable dewatering has been occurring and has been estimated for the period 1918-1975. For the entire Santa Maria Groundwater Basin, dewatering is estimated to average 23%, but it is greater in the Orcutt area (S.B. County Water Agency, 1977).

California Cities Water Company demand is currently about 13% of the total demand on the groundwater basin (assuming the demands are 13,200 AFY and 99,000 AFY respectively). The CCWC has the capacity to produce an additional 1600 AFY (Bill McDonald, CCWC, 1982) which could serve about 4000 additional units (assuming 0.4 AFY/unit). Because of the large overdraft in the Santa Maria Groundwater Basin and continuing water demands, the S.B. County Flood Control and Water Conservation District initiated a program of recharging urban runoff. In 1979, the S.B. Flood Control set up an accounting system for the urban recharge program where an estimated 900 AFY of additional recharge could be recovered from existing development as mitigation for new water demand. Since that time, 100% mitigation has been required, an average of 35% from the proposed projects, with the remainder made up from the 900 AF "bank". As of November 1981, 98% of the "bank" was committed (Bob Partie, S.B. County Flood Control, 1982).

PROJECT IMPACTS

Water demand for the project has been estimated to be 37.3 AFY (Initial Study, Appendix A). This demand is less than 79 AFY which is the currently applicable threshold for determining a significant impact. This amount (79 AFY) is 0.1% of the estimated annual safe yield of the Santa Maria Groundwater Basin, which is the methodology recommended by the "Guidelines to Making Findings and Overriding Considerations" prepared in 1979 by the Santa Barbara County Department of Environmental Resources. Guidelines for determining significance thresholds are under review with some revision for decreasing the threshold (Doerner, S.B. County Resource Management Department, 1982).

This project is the resubmittal of a previously approved project. This portion of the project was not completed within the time frame of the tentative map, and a new planning application was required before the final phase could be constructed. Since the complete project was accounted for under the 900 AF "bank" set up for mitigation, the water demand not used is assumed to be forfeited to projects filed before this resubmittal (Doerner, 1982).

Only 35% of the water demand of this project can be assumed to be mitigated by participation in the urban recharge program because the "bank" has been fully committed. This project therefore has a non-mitigated demand of 24 AFY. For purposes of this report, the current status of the urban recharge accounting system for mitigation is estimated to be the following:

TABLE 3
COMMITMENT OF WATER FROM
URBAN RECHARGE PROGRAM

<u>Demand</u>	<u>AFY</u>
Committed by November 1981	880
Additional projects accepted for processing in 1982	110 ¹
Additional projects accepted for processing in 1981	332 ²
Proposed Southpoint Estates project	24 ³
	<hr/>
TOTAL	1347
Original Southpoint Estates project committed, not used	35
	<hr/>
TOTAL POSSIBLE COMMITTED	1312
Available	900
	<hr/>
DEFICIT	412

¹Bob Partie, S.B. County Flood Control

²Total demand based on 1281 units (S.B. County RMD) and an average of 0.4 AF/unit; 65% of total demand for mitigation accounting

³Based on 65% of total demand

Thus, the 100% mitigation that has been used cannot continue. While this proposed project does not exceed the currently accepted threshold of significance, the cumulative impact of proposed projects greatly exceeds that threshold and should be considered significant and unavoidable.

MITIGATION MEASURES

The impacts caused by the proposed project could be reduced by the following mitigation measures (consultant proposed):

- The applicant must comply with State requirements and County Ordinance 2948 for water conservation
- Installation of water conservation devices for all plumbing fixtures and landscaping with drought tolerant vegetation
- Investigate the feasibility of utilizing reclaimed wastewater, stored rainwater, or household grey water for irrigation

5.0 REVIEW OF REGIONAL IMPACTS

The proposed project was originally reviewed in the Orcutt 13 EIR (79-EIR-1) as part of TM 12,679. Site specific impacts reviewed in that document for which there is no change, include: Air Quality, Biology, and Archaeology. The appropriate sections are incorporated by reference into this document (79-EIR-1; p. 29-34; the report is on file at the County Resource Management Department). Noise impacts have been restated in Section 4.2.

Regionally significant impacts at the time of the Orcutt 13 EIR were found in areas of:

- Loss of Open Space
- Water Supply
- Air Quality
- Demand for Public Services
- Traffic
- Recreation
- Housing
- Sewage Treatment
- Fire Protection
- Noise
- Cost to Local Government

Urban growth has continued since the Orcutt 13 projects, with 1500 to 2000 more housing units proposed per year, although far fewer have actually been built. For example in 1981, 2863 parcels were created and 1461 permits issued. There was a program instituted to decrease the water supply impacts by instituting urban recharge, but the benefits have been committed to existing development proposals. Traffic impacts have been decreased by improvements at critical intersections and

implementation of the Circulation Element of the Comprehensive Plan. Fire protection has been improved by the building of a new fire station in the Orcutt area. Other regional impacts have occurred with little mitigation. Some low cost housing has been required as a result of the implementation of the Housing Element. The sewage plant inflow has been recalibrated, and an Air Quality Management Plan is being prepared (Greg Mohr, Resource Management Department, 1982). Generally, cumulative impacts arising from unmitigated regional impacts will continue to occur because of the moderate to high rate of growth in the area.

6.0 OTHER CEQA CONCERNS

6.1 GROWTH INDUCEMENT

ENVIRONMENTAL SETTING

The community of Orcutt has grown rapidly in recent years, partially in response to increasing employment opportunities at Vandenberg Air Force Base, located about 16 miles to the south. Orcutt has experienced an annual population increase of about 3.3% between 1975 and 1980. Growth inducing concerns are those characteristics of a project which tend to encourage or foster population and/or economic growth in the project vicinity. This section identifies growth inducing impacts on a project specific and cumulative basis.

PROJECT IMPACTS

Construction. The applicant has estimated that the construction phase of this project would be 8-12 months. In light of the current surplus of local workers, and the relatively small size of the project, the construction phase of the development is not expected to draw on a large segment of the construction industry.

Extension of Urban Services. The extension of public service infrastructure into a previously underdeveloped area can be considered growth inducing. The Southpoint Estates site, however, is surrounded by existing and planned development on all sides, and consequently services have already been extended to the project vicinity.

Housing Impacts. Generally, provision of housing units is a result of increased population encouraged by employment opportunities in a given area. The housing market is often characterized by high

costs in relation to wages paid. The Housing Element sets forth policies that seek to offset the traditionally high costs of housing. Housing Element policies relevant to this project are:

24. Because of the need for affordable housing in the unincorporated areas of the County and limited land, water, and other resources available to provide for development, new residential development of 10 units or more which makes provision for affordable housing shall be encouraged.
25. In all residential developments of five units or more, at least 25% of all units should be affordable to low, moderate, or middle income households as defined in the Housing Element. To this end, the density bonus provisions specified in the Housing Element may be utilized.

The intent of these policies is to encourage provision of below market rate housing. Only low and moderate income level housing is termed "affordable housing." Middle income housing is not specifically "affordable" (i.e. does not qualify for fast tracking or bonus density). It is however, still considered below market rate and complies with the intent of the Housing Element policies (Ruth Ann Collins, Resource Management Department, 11/9/82). This project is expected to fall within the middle income range, with estimated sales prices of \$105,000 to \$115,000. It appears then, that this project would comply with Housing Element policies. Therefore, on a project specific basis, the proposed development is not likely to have a growth inducing impact that would contribute significantly to escalation of housing costs in the Orcutt area.

CUMULATIVE IMPACTS

Phase III of the Southpoint Estates project is one of many housing projects which have been proposed in recent years in the Orcutt area. Table 4 shows recent development activity for this area.

TABLE 4
PROPOSED, APPROVED, AND RECENTLY BUILT PROJECTS¹

<u>Project (1982)</u>	<u>Type</u>	<u>Units</u>
Foxenwoods	Condominiums	94
Mohawk Village	Condominiums	32
Orcutt Creek	Mixed Residential Use	608
Molina Flynn	Condominiums	32
Meadow View	Condominiums	67
Bill Eames	Condominiums	40
Porter Highlands	SFD	110
Coast Valley	Condominiums	136
BFM	Mixed Residential Use	266
Project Activity (1981)		<u>2868</u>
		4253

SOURCE: Santa Barbara County Resource Management Department
September 1982

¹This list includes projects in process, not recorded, recorded, and projects with permits.

These projects have a growth inducing potential which could cumulatively affect open space and housing costs in the area.

Open Space. The accumulated acreage permanently removed from open space status due to the projects listed in Table 4, is considerable. However, some projects such as Southpoint Estates have allocated open space areas. Many other projects consist of condominium developments involving some type of clustered design and provision of open space. As long as these projects occur within the urban-rural boundary line, the cumulative loss of open space is considered to be adverse but not significant.

Housing Impacts. Building activity in the Santa Maria/Orcutt area is in part a response to the perceived demand for housing created by employment opportunities at Vandenberg Air Force Base located 16 miles to the south. The Santa Barbara County Resource Management Department study entitled Housing Impacts and Mitigation Measures Associated with the Planned Expansion of Vandenberg Air Force Base (April 1982), determined that direct and indirect employment associated with the VAFB expansion coupled with other normal increases in the North County's growth over time will greatly affect the area's housing market. Projections indicate a direct work force of 4,965 employees by 1985, accompanied by an estimated indirect work force of 4,541 workers. Employment impacts should peak (9,506 total workers) in 1985, then gradually decrease through 1988 (p. vi). Totaling the households required as a result of normal growth with those required by the VAFB work force, a projected need of approximately 9,000 housing units in the North County by 1985 has been identified (p. vii).

However, employment at VAFB is both cyclical and subject to variation from current projections. If the projected level of employment is not met, overbuilding in this area is a possibility. Table 4 indicates total project activity in 1981-1982 of 4,253 units. If all units were to be built, the Santa Maria/Orcutt area would likely be providing more than its share of necessary housing in the near future. The incremental contribution of the proposed Southpoint Estates subdivision to the local housing stock is considered to be adverse but not significant because not all proposed units in this area are expected to be built, and the proposed project is anticipated to provide needed below market rate units.

MITIGATION MEASURES

To help reduce cumulatively adverse growth inducing impacts the following measures which have been suggested for other projects in the area, are recommended:

- The County of Santa Barbara should develop a growth management program for the Santa Maria/Orcutt area that will provide a guideline growth rate for housing based upon economic trends in the area, to prevent overbuilding and provide adequate delivery of public services. A monitoring process should be included to adjust the rate of building permit approvals when economic conditions change.
- As part of the growth management program, specific criteria regarding preservation of open space as well as development with high density, clustered residential designs should be made an essential part of the program.

6.2 WATER QUALITY

ENVIRONMENTAL SETTING

The local water quality condition in the supply wells of the California Cities Water Company is considered to be relatively good based on an average total dissolved solids (TDS) concentration of 620 mg/l. This good quality is due to the method of recharge in the Orcutt area as contrasted with the remainder of the Santa Maria Groundwater Basin. Recharge in the area of Orcutt is considered to be mainly from deep penetration of rainfall and local streambed percolation as contrasted with the relatively mineralized inflows to groundwater in the Sisquoc and Santa Maria River areas. The project wastewater would be treated by the Laguna County Sanitation District.

PROJECT IMPACTS

The project would create an additional 10 acres of impervious surfaces (Initial Study, Appendix A) which increases runoff and decreases water quality. The project is designed for surface runoff to drain to a central storm drain which empties into Orcutt Creek and is collected in the retention pond immediately upstream of Hartnell Road. The surface runoff could pick up various substances associated with the impervious surfaces as well as particulates from erosion, especially during construction phases, because of the increased magnitude and concentration of flows. The increased discharge of effluent from the wastewater treatment plant would also have an impact on the Orcutt water quality. All these impacts can be considered adverse but not significant.

MITIGATION MEASURES

The following mitigation measures are suggested as a means of reducing impacts to water quality (consultant proposed):

- To reduce erosion during construction, grading and removal of vegetation should be conducted during the dry months and vegetative cover should be established on exposed soil prior to the wet months.
- Ensure that drainage is directed into the street storm drain and not directly over the steep slope bordering the southern edge of the proposed lots.

6.3 ENERGY

SETTING AND IMPACTS

The proposed project is a residential development of 86 units, which would have a short and long term effect on energy consumption. Short-term energy impacts would occur during construction and would be insignificant. Long-term impacts would consist of an increase in electrical and natural gas consumption, as well as gasoline, from increased traffic. These increases are estimated annually to be 639,840 kilowatt hours of electricity, 9,417,000 cubic feet of natural gas, and 62,780 gallons of gasoline (see Appendix A, Initial Study). These requirements are a small percentage of available energy capacities. The applicant has arranged for service to the proposed project by Southern California Gas Company and Pacific Gas and Electric Company. This incremental increase in service is judged to be adverse but not significant.

MITIGATION MEASURES

The following mitigation measure is suggested:

- Solar energy systems could provide savings for both hot water and space heating. No additional mitigation measures are proposed other than following County and State codes for energy conservation. (Consultant proposed).

6.4 BENEFICIAL IMPACTS

The local economy would experience a minimal increase in revenues, services, employment, and sales in response to the Southpoint Estates proposed subdivision. The County property tax revenues would increase by about \$94,000 (1% of the approximate total sales value). In addition, this development could potentially offer units at below market rates..

7.0 ALTERNATIVES

NO PROJECT

The "No Project" alternative would maintain the site in its undeveloped state as open space. All significantly adverse environmental impacts associated with the proposed project would be avoided under this alternative, however, the applicant's objectives would not be accomplished.

CLUSTERED DEVELOPMENT

This is a feasible alternative which would allow for either attached or detached units. Clustering would achieve environmental benefits such as the conservation of resources, the preservation of additional open space, and the possible preservation of on-site eucalyptus trees. A reduction in water demand would also follow. Clustering could accomplish a reduction in environmental impacts without jeopardizing the objectives of the applicant.

BONUS DENSITY

This alternative would implement an incentive program to encourage the provision of affordable housing. In return for allowing a higher density development, the applicant would be required to provide some low and moderate income housing as a condition of approval. Implementation of the bonus density program would satisfy the need for affordable housing and would facilitate a housing mix of diverse income levels within the same subdivision. Although this would comply with the Santa Barbara County Comprehensive Plan Housing Element goals and policies encouraging affordable housing, the increased density option has the potential for greater impacts on water demand, traffic, airport land use, and noise factors. A rezone would be required to implement this alternative.

LOWER DENSITY ALTERNATIVE

Reducing density could proportionally reduce project related water, traffic, airport land use, and noise impacts. However, the lower density residential development would most likely increase the cost of the individual units making them accessible to a narrower range of income groups.

8.0 LIST OF REFERENCES

8.1 PERSONS CONTACTED

Doerner, Dave, Senior Planner, Resource Management Department
Faubian, Kit, Senior Planner, Resource Management Department
McDonald, Bill, California Cities Water Company
Mohr, Greg, Senior Planner, Resource Management Department
Partie, Bob, Santa Barbara County Department of Flood Control
and Water Conservation District
Sakowicz, Eric, Senior Planner, Project Manager, Resource Management
Department
Shively, Steve, Project Engineer, Dennis Bethel and Associates
Siemer, Brent, Transportation Planner, Santa Barbara County
Department of Transportation

8.2 REFERENCES

City of Santa Maria, 1980, City of Santa Maria Noise Element
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Report (82-EIR-2).
Institute of Transportation Engineers (ITE), 1979, Trip Generation:
An Informational Report.
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County-Cities Area Planning Council, 1980, Airport Land Use Plan
for Santa Barbara County.
Santa Barbara County, 1980, Circulation Element of the Comprehensive
Plan.

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Santa Barbara County, 1982, Housing Impacts and Mitigation Measures
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Santa Barbara County, 1979, Orcutt 13 (79-EIR-1).
Santa Barbara County Water Agency, 1977, Adequacy of the Santa Maria
Groundwater Basin.
Santa Maria Public Airport District, 1979, Master Plan for Santa Maria
Public Airport.

8.3 REPORT PREPARATION TEAM

This report was prepared by P.L.U.S. (Planning Land Use Services).
P.L.U.S. has no financial interest in the approval or disapproval
of the proposed project. The staff who participated in this work
are:

Laurence T. Jones, M. Admin., Principal
Bruce E. Ross, M.S., Project Manager
Charles B. Wasserman, Consulting Hydrologist
Vicky S. Blum, M.A., Planner
Patricia S. Miller, B.A., Principal

ENVIRONMENTAL ASSESSMENT QUESTIONNAIRE

(Revised and Effective 1-12-81)

COUNTY OF SANTA BARBARA

DEPARTMENT OF ENVIRONMENTAL RESOURCES



INSTRUCTIONS:

This questionnaire is to be used for all non-exempt projects requiring environmental review under CEQA and the County of Santa Barbara Environmental Guidelines. Answer all questions. Use "NA" where question is not applicable.

Where "yes" or "maybe" are checked, include an argument form presentation substantiating or refuting the tentative conclusion of potentially significant impact in each area. Attach additional explanatory sheets, if needed. Include the recommended research to be performed to evaluate these impact areas along with those considered to be moderately or highly adverse. Such research should focus on the level of the potential environmental change and mitigation and/or alternatives which can be tailored to reduce or eliminate the impacts.

COUNTY OF SANTA BARBARA
DEPARTMENT OF ENVIRONMENTAL RESOURCES
STAFF INITIAL STUDY CHECKLIST & REPORT

I. General Information

1. PROJECT INFORMATION:

APPLICANT NAME AND ADDRESS: S.P.E. Corporation
647 Camino de los Mares #200
San Clemente, Ca 92672

LEAD DEPT.#: TM 13,345

DER LOG#: 3671

ASSESSOR'S #: 105-180-39, 105-020-12, 105-020-25, 105-020-050

ACREAGE: 55.72

PREVIOUS ENVIRONMENTAL DOCS: 79-EIR-1 on site 79-EIR-19 adjacent to north TM 12,679

SUPERVISORIAL DISTRICT: 5th

COMPREHENSIVE PLAN LAND USE DESIGNATION: Residential 10,000 SF

ZONING DISTRICT: 10-R-1-PR

PROJECT LOCATION: Orcutt; North of Clark Ave. and west of State Highway 135 (interchange with Clark): Residences along North side of Orcutt Creek.

PROJECT DESCRIPTION:

CHECK FOR STATE REVIEW _____

Subdivision of 55.72 acres into 92 lots, 86 of these are to be developed for Residential use. Previously approved in Tract 12,679, 79-EIR-1.

2. ENVIRONMENTAL SETTING:

Orcutt Creek flood plain and surrounding land-open grassland with surrounding Eucalyptus. Existing tract 12679 to north.

3. IMPORTANT ISSUES:

SOURCE WATER: Southern Cal Water

SOURCE SEWERS: Laguna Sanitation

ARCHAEOLOGY: none

TRAFFIC/AIR QUALITY: 79-EIR-1 cumulatively significant

HIGH FIRE HAZARD AREA: no

AGRICULTURAL CONCERNS (including loss of prime ag. lands, threats to ag. preserves): non-prime soils

3. (Cont.)

SEISMIC/GEOLOGIC HAZARDS (including proximity to faults, and structural responses of soils): No nearby faults.

Soil types: MaE, RS, MaC, CuA, TcG

BIOLOGICAL CONCERNS (including rare or endangered species):
Open grassland/flood plain, no endangered plants.

GROWTH INDUCEMENT: ?

11. Staff Comments:

Poor photos, was there previous farming on-site?

III. Potentially Significant Effects Checklist:

YES MAYBE NO

1. GEOLOGIC PROCESSES: Will the proposal result in:

- | | | | |
|--|----------|-------------------------------|-------------------|
| a. Exposure to or production of unstable earth conditions such as earthquakes, landslides, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), liquefaction, tsunamis, or similar hazards? | _____ | _____ | <u>X</u> |
| b. Disruptions, displacements, compaction or overcovering of the soil by cuts, fills, or extensive grading? | 40,000 | yds ³ cut and fill | _____ |
| c. Permanent changes in topography? | <u>X</u> | _____ | _____ |
| d. The destruction, covering or modification of any unique geologic or physical features? | _____ | _____ | <u>X</u> |
| e. Any increase in wind or water erosion of soils, either on or off the site? | <u>X</u> | soils onsite | are erod-
able |
| f. Any increase in flood hazards? | _____ | <u>X</u> | _____ |
| g. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | _____ | _____ | <u>X</u> |

h. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent? _____ X

i. Is the project near an active earthquake fault? (Explain location). _____ X

2. AIR QUALITY: Will the proposal result in:

a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, CO hotspots, or expose sensitive receptors to substantial pollutant concentrations?
Project specific? _____ X

Cumulatively? _____ X

b. The creation of objectionable odors? _____ X

c. Extensive dust generation? during grading _____ X

d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? _____ X

e. Emission of pollutant from direct (), indirect (), stationary () or mobile () sources in quantifiable amounts? _____ X

AIR POLLUTANT GENERATION (All in ^{lbs/pk. hr.} tons/year)

Pollutant	Total
(NO)	3.36
(NOx)	4.22
(SOx)	-
(CO)	30.62
Particulate	-

3. WATER RESOURCES: Will the proposal result in:

a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? _____ X

b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff? _____ X

c. Alterations to the course or flow of flood waters? _____ X

d. Change in the amount of surface water in any water body? (e.g., out-ophication) _____ X

3. (Cont.)

YES MAYBE NO

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?

_____ X _____

f. Alteration of the direction or rate of flow of ground waters?

_____ X _____

g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

X _____

h. Overdraft of any groundwater basin? Or, a substantial increase in the existing overdraft of any groundwater basin(s)?

X _____

i. The substantial degradation of water quality?

_____ X _____

j. The contamination of a public water supply?

_____ X _____

k. Substantial interference with ground water recharge?

_____ X _____

l. Substantial reduction in the amount of water otherwise available for public water supplies?

_____ X _____

m. Exposure of people or property to water related hazards such as flooding, or accelerated runoff?

_____ X _____

n. Placing the project in a 100-year flood plain?

_____ X _____

o. Risk of salt water intrusion?

_____ X _____

Is the project allowed meter hook-ups to an existing water company?

X _____

Does the project propose to supply residential development from existing or new private water wells?

_____ X _____

Project would create approximately 10 acres of impervious surface and would contribute further to the current overdraft.

WATER DEMAND CALCULATIONS:

SEE CALCULATIONS

minimum 37.3 AFY

4. FLORA: <u>Will the proposal result in:</u>	YES	MAYBE	NO
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants?)	_____	_____	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	<u>X</u>
c. Introduction of new species of non-native plants into an area (), or in a barrier to the normal replenishment of existing species ()?	_____	_____	<u>X</u>
d. Reduction in acreage of any agricultural crop?	_____	_____	<u>X</u>
e. Change in habitat for existing species?	_____	_____	<u>X</u>
f. Introduction of pesticides, disease, toxicity, animal life, human habitation, or other factors that would change or hamper the existing ecosystem?	_____	_____	<u>X</u>
g. Loss of or disturbance to a unique, rare, or threatened plant community?	_____	_____	<u>X</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

5. FAUNA: <u>Will the proposal result in:</u>	YES	MAYBE	NO
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	_____	_____	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	<u>X</u>
c. Introduction of new species of animals into an area?	_____	_____	<u>X</u>
d. Deterioration of existing fish or wild-life habitat?	_____	_____	<u>X</u>
e. Loss of habitat for nesting species?	_____	_____	<u>X</u>
f. Loss of feeding area, roosts, etc?	_____	_____	<u>X</u>
g. Introduction of barriers to movement of any resident or migratory fish or wild-life species?	_____	_____	<u>X</u>
h. Introduction of factors adverse to the existing ecologic balance?	_____	_____	<u>X</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

6. NOISE: Will the proposal result in: YES MAYBE NO
- a. Exposure of people to severe noise levels?
- Day X
- Night X
- b. Substantial increase in the ambient noise levels for adjoining areas? X
- c. Violation of Santa Barbara County Comprehensive Plan Noise Element standards? X
- d. Conflict with adopted Airport Noise Contours? X

Primarily those structures nearest Highway 135 and the adjacent frontage road.

7. POLLUTING SOURCES (light, glare, vibration, smoke, etc). Will the proposal result in:
- a. New light or glare? X
- b. Vibrations which may affect adjoining areas? X
- c. Smoke, ash, or dust? X
- d. Spoil, tailings, or overburden? X

8. RISK OR UPSET: Will the proposal result in:
- a. A risk of an explosion or the release of hazardous substances (including, but not limited to oil, gas, biocides, bacteria, toxic substances, pesticides, chemicals or radiation) in the event of an accident or upset conditions? X
- b. Possible interference with an emergency response plan or an emergency evacuation plan? X
- c. The creation of a potential public health hazard? X

9. LAND USE: Will the proposal result in:	YES	MAYBE	NO
a. A conflict with existing Comprehensive Plan land use designations or Zoning District?			X
b. A conflict with adopted environmental plans and goals of the community where it is located?			X
c. The induction of substantial growth or concentration of population?	X		
d. Displacement of a large number of people?			X
e. The conversion of prime agricultural land to non-agricultural use, or impair the agricultural productivity of prime agricultural land?			X
f. Leap-frog development?			X
g. The extension of sewer trunk lines with capacity to serve new development beyond this proposed project?			X
h. The loss of substantial amounts of open space?	X		
i. Conflicts with adopted airport safety zones?	X		
j. Conflicts with the County's Local Coastal Plan?			X
k. Conflicts with the Conservation Element, Noise Element, Safety and Seismic Safety Element, Land Use Element, Housing Element, AQAP, or ERM?	X		
The project will further contribute to growth in the Orcutt area,			
loss of open space in the area, extensive grading, conflicts with			
the Airport approach zone, and conflicts with policies associated			
with the L.U. element of the Comprehensive Plan.			

10. PUBLIC SERVICES: Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas?	based on number of units		
a. Fire protection?	X		
b. Police protection?			X
c. Schools?	X		
d. Parks or other recreational facilities?			X
e. Maintenance of public facilities including roads?			X
f. Hospital or ambulance service?			X
g. Other governmental services? (e.g. public works, drainage channels, culverts, etc.)			X
School generation is approximately 27 students with approximately			
18 to elementary schools that are nearing capacities.			

11. UTILITIES: Will the proposal result in a need for new systems or substantial alterations to the following utilities?	YES	MAYBE	NO
a. Power or natural gas?	_____	_____	<u>X</u>
b. Communication systems?	_____	_____	<u>X</u>
c. Water?	_____	<u>X</u>	_____
d. Sewer or septic tanks?	_____	<u>X</u>	_____
e. Storm water drainage?	_____	_____	<u>X</u>
f. Solid waste?	_____	_____	<u>X</u>
g. Will the proposal breach any published national, state, or local standards relating to solid waste or litter control?	_____	_____	<u>X</u>

Water is still having pressure problems. Laguna is nearing its 75% limit. However, this project is within current limits.

12. TRANSPORTATION/CIRCULATION: Will the proposal result in:			
a. Generation of substantial additional vehicular movement in relation to existing traffic load and capacity of the street system?	<u>X</u>	_____	_____
b. Effects on existing parking facilities, or demand for new parking?	_____	_____	<u>X</u>
c. Substantial impact upon existing transportation systems?	<u>X</u>	_____	_____
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	<u>X</u>	_____
e. Alterations to waterborne, rail or air traffic?	_____	_____	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? e.g.:			
sight distance	_____	<u>X</u>	_____
ingress/egress	_____	<u>X</u>	_____
peak hour load	<u>X</u>	_____	_____
general road capacity	_____	<u>X</u>	_____
truck or bus/auto incompatibility	_____	_____	<u>X</u>
railroad crossings	_____	_____	<u>X</u>
encroachment on or conflict with hiking, biking, or equestrian trails	_____	_____	<u>X</u>

ADT Calculations: SEE CALCULATIONS AND DISTRIBUTION

688 AWDVE

55 AM PEAK

82 PM PEAK

13. AESTHETICS: Will the proposal result in: YES MAYBE NO

a. The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? _____ X

b. A substantial, demonstrable negative aesthetic effect? _____ X

c. Functionally incompatible structures? _____ X

Loss of natural open space to a more intensive residential use _____

14. ENERGY: Will the proposal result in:

a. Substantial increase in demand, especially during peak periods, upon existing sources of energy? _____ X

b. Requirement for the development of new sources of energy? _____ X

c. Non-compliance with existing energy standards? _____ X

d. Substantial increase in transportation energy demand? _____ X

e. Uses of alternative energy sources, including:

Active solar _____ X

Passive solar _____ X

Wind power _____ X

Other (specify _____) _____ X

f. Energy savings through recycling, construction material, insulation, siting, design, orientation? _____ X

g. Wasteful or excessive use of energy? _____ X

Energy use calculations

Estimated gasoline consumed per year by project 62,780

Estimated annual therms (natural gas) for project N/A

Estimated annual KWh for project N/A

Estimated potential energy savings which could be realized if alternative energy sources or mitigation applied:

Describe No Solar proposed

YES MAYBE NO

15. MINERALS & SOILS: Will the proposal result in:

- | | | | |
|---|-------|-------|----------|
| a. Mineral ore extraction? | _____ | _____ | <u>X</u> |
| b. Loss of Class I or II soils, or land qualifying as prime due to agricultural cash crops? | _____ | _____ | <u>X</u> |
| c. Threat to paleontological materials? | _____ | _____ | <u>X</u> |
| d. Sand or gravel removal? | _____ | _____ | <u>X</u> |
| e. Soil depletion due to polluting sources? | _____ | _____ | <u>X</u> |

16. FIRE HAZARDS: Will the proposal result in:

- | | | | |
|---|-------|----------|----------|
| a. Introduction of development into an existing high fire hazard area? | _____ | _____ | <u>X</u> |
| b. Project-caused high fire hazard? | _____ | <u>X</u> | _____ |
| c. Development of structures beyond safe Fire Dept. response time? | _____ | _____ | <u>X</u> |
| d. Introduction of development into an area without adequate water pressure for fire fighting? | _____ | _____ | <u>X</u> |
| Without adequate access or fire roads? | _____ | _____ | <u>X</u> |
| e. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard area? | _____ | _____ | <u>X</u> |
- New people result in more calls further taxing a limited system.

17. RECREATION: Will the proposal result in:

- | | | | |
|--|-------|-------|----------|
| a. Conflict with established recreational uses of the area? | _____ | _____ | <u>X</u> |
| b. Substantial impact on the quality or quantity of existing recreational opportunities? e.g., over use of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area? | _____ | _____ | <u>X</u> |

18. HOUSING: Will the proposal result in:

- | | | | |
|---|-------|-------|----------|
| a. Substantial impact on existing housing, or create a demand for additional housing? | _____ | _____ | <u>X</u> |
| b. Provision of low or moderate income housing? | _____ | _____ | <u>X</u> |
| c. Demolition or conversion to non-residential use, of existing dwellings? | _____ | _____ | <u>X</u> |
| d. Conversion of rental units to condominiums? | _____ | _____ | <u>X</u> |

Using Regional Growth Impact Study (RGIS) formulae, compute housing demand generated by commercial, industrial, or greenhouse projects:

These homes will be selling for \$100,000 to \$125,000 depending on unit type. No provision is made for affordable units.

19. ECONOMICS: Will the proposal result in:

- | | | | |
|---|----------|----------|-------|
| a. New employment? (Include rough calculations if available) | <u>X</u> | _____ | _____ |
| b. Additional tax revenues? | <u>X</u> | _____ | _____ |
| c. Increased assessed values? | <u>X</u> | _____ | _____ |
| d. Increased wholesale/retail sales? | <u>X</u> | _____ | _____ |
| e. Increased demand for goods or services? (including secondary services) | <u>X</u> | _____ | _____ |
| f. Other economic impact (specify _____) | <u>X</u> | _____ | _____ |
| g. Is there a demonstrated market need for proposed project? | _____ | <u>X</u> | _____ |

20. ARCHAEOLOGICAL RESOURCES: Will the proposal result in:

- | | | | |
|--|-------|----------|-------|
| a. Disruption, alteration, destruction, or adverse effect on a prehistoric or historic archaeological site (except as part of a scientific study)? | _____ | <u>X</u> | _____ |
| b. Disruption or removal of burials or cemetery? | _____ | <u>X</u> | _____ |
| c. Inducement to trespassing, vandalizing, or sabotaging sacred and ceremonial places? | _____ | <u>X</u> | _____ |
| d. Official registration or recording of an archaeological site? | _____ | <u>X</u> | _____ |

Identity of sites:

Arch Phase I survey should be conducted on site.

YES MAYBE NO

21. CULTURAL/ETHNIC RESOURCES: Will the proposal result in:

- a. The potential to cause a physical change which would affect unique ethnic values? _____ _____ X
- b. Adverse physical or aesthetic effects on a building, structure, or property of historic or cultural significance to the ethnic community? _____ _____ X
- c. The introduction of disruptive visual or auditory elements or other alterations to the immediate environment of the cultural resources in question? _____ _____ X
- d. Indirect effects on the cultural resources of the area? (Identify below). Examples of indirect effects would include the induced growth of surrounding areas, or vandalism arising from increased access to the cultural resource. _____ _____ X
- e. The potential to conflict with or restrict existing religious, sacred, or educational uses of the area? _____ _____ X
- f. Environmental effects which will cause substantial adverse effects, either directly or indirectly, on the ethnic group? (Identify below). _____ _____ X
- g. Long range, cumulatively adverse effects on the area's cultural resources? (Identify below). Cumulative effects could occur, for example, if the project triggered subsequent activities such as rural development, increased population density, urbanization or other such activities that may incrementally impact the cultural resource. _____ _____ X
- h. Any favorable consequence for the cultural resources identified? (Identify below). Beneficial effects might include action that encourages appropriate use of historic buildings, decisions serving to enhance the cultural settings, and activities that encourage a revitalization of traditional ethnic practices, values, arts, and crafts, or registration of an historical site. _____ _____ X

22. CUMULATIVE/SHORT AND LONG TERM IMPACTS:

Several project are occurring and are planned in the vicinity of this project (i.e., Meadowview, Mohawk Village, Molina Flynn, Orcutt Creek, Old World, Fundamental Baptist Church, numerous ~~This project in conjunction with these other projects will add incrementally and potentially significantly to specific env. topics including traffic, water use, schools, public and municipal services, and fire protection.~~

23. INFORMATION SOURCES:

a. County Departments (circle department(s) consulted):

Police, Fire, Transportation, Public Works, Flood Control, Parks, Health, and Special Districts, Orcutt Union School District, Cal Cities Water

b. Other Sources (Check those sources used):

<input checked="" type="checkbox"/> field work	<input type="checkbox"/> Ag preserve maps
<input checked="" type="checkbox"/> calculations	<input checked="" type="checkbox"/> flood control maps
<input checked="" type="checkbox"/> project plans	<input type="checkbox"/> other technical (Reports, surveys, etc.)
Comprehensive Plan:	
<input checked="" type="checkbox"/> Seismic Safety/Safety Element	<input checked="" type="checkbox"/> traffic studies/records
<input checked="" type="checkbox"/> Conservation Element	<input checked="" type="checkbox"/> planning files/
<input checked="" type="checkbox"/> Noise Element	<input type="checkbox"/> grading plans
<input checked="" type="checkbox"/> Open Space Element	<input type="checkbox"/> elevation/architectural renderings
<input checked="" type="checkbox"/> Circulation Element	<input type="checkbox"/> published geological maps, reports
<input checked="" type="checkbox"/> ERME	<input checked="" type="checkbox"/> plant maps
<input checked="" type="checkbox"/> zoning maps	<input checked="" type="checkbox"/> archaeological maps & reports
<input checked="" type="checkbox"/> soils maps/reports	<input checked="" type="checkbox"/> animal maps
<input checked="" type="checkbox"/> topographical maps	<input type="checkbox"/> (Other) _____

24. MITIGATION MEASURES: The following mitigation measures, if included in this project, would avoid potentially significant adverse environmental effects:

Several mitigation measures can be incorporated into project design plans. They include: (1) use of landform grading techniques; (2) reduction in lawn areas; (3) more ingress egress points to better distribute traffic generated by this project; (4) contribution to the signalization of the 135/Clark Avenue intersection; (5) use of innovative internal water conservation devices, (i.e., airflush toilets); (6) use of some solar assisted energy conservation measures; (7) implementation of some greenbelt recreation sites; and (8) limitations on bedroom numbers.

IV. Mandatory Findings of Significance

YES MAYBE NO

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

_____ X _____

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definite period of time while long-term impacts will endure well into the future.)

_____ X _____

c. May any aspects of the project either individually or cumulatively cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial? (Section 15080).
(A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant; it may also be viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

X _____

d. Does the project have environmental effects which can cause substantial adverse effects on human beings, either directly or indirectly?

X _____

e. Is there, or anticipated to be, a substantial body of opinion that considers or will consider the effect of the project to be adverse? (Section 15081).

_____ X _____

f. Are there conflicting points of view as to the project's effect which would require investigation of potentially significant adverse impacts in an EIR? (Woodland Hills).

_____ X _____

V. Project Impact Summary:

Potentially significant impact areas include: (1) Air Quality degradation; (2) Water use; (3) traffic generation; (4) inconsistencies with the ALUP; (5) and aesthetic concerns. In addition Arch concerns may occur. Many of these issues have been identified in the Orcutt 13 EIR. Because (1) this document is old; (2) environmental conditions have changed in the immediate vicinity; and (3) issues not previously found to be significant may be significant at this time. Therefore, I recommend an update to the Orcutt 13 EIR similarly to that work done for Meadow View Estates.

VI. Recommendation by DER Staff: On the basis of the initial study the staff of the Department of Environmental Resources:

☐ Finds with certainty that the proposed project will not have a significant impact on the environment and that a 1506 should be prepared.

☐ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that an ND be prepared.

With Public Hearing

Without Public Hearing

☐ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION (copy attached) have successfully mitigated the potentially significant impacts. Staff recommend the preparation of an ND.

☒ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an () EIR () be prepared.

Circle one: In-house Consultant update of Orcutt 13

Potentially significant adverse impact areas: Geotech, Air Quality, Water, Airport Land Use, Traffic, Aesthetics, Archaeology

☐ Finds that from existing documents (previous EIR's, etc.) that an addendum (containing updated and site-specific information), a 15067/15068 should be prepared.

An additional deposit of money should be requested: Yes

Previous document 79-EIR-1

DATE: 5/7/82

PROJECT EVALUATOR: Eric Sakowitz

VII. Determination by Environmental Resources Director

☒ I agree with the staff conclusions. Preparation of the appropriate document may proceed.

☐ I DO NOT agree with the staff conclusions. The following actions will be taken:

☐ I require consultation and further information prior to making my determination.

DATE: 5/10/82

SIGNATURE: Albert J. McCurdy

VIII. Follow-Up Finding (To be completed by DER staff):

DATE: _____

SIGNATURE: _____

 DEFINITION OF LEVEL OF SERVICE

<u>Service Level</u>	<u>Type of Flow</u>	<u>Delay</u>	<u>Maneuverability</u>
A	Free Flow	No vehicle waits longer than one red indication.	Turning movements are easily made, and nearly all drivers find freedom of operation.
B	Stable Flow	The number of vehicles waiting through one red indication is increased.	Many drivers begin to feel somewhat restricted within groups of vehicles.
C (Design Level)	Stable Flow	Occasionally vehicles may have to wait through more than one red indication.	Backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	Approaching Unstable Flow	Delays may be substantial during short periods, but excessive backups do not occur.	Maneuverability is severely limited during short periods due to temporary backups.
E (Capacity)	Unstable Flow	Delay may be great - up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.
F	Forced Flow	Excessive delay.	Jammed conditions. Backups from other locations may restrict or prevent movement of vehicles at the intersections under consideration.

Throughout the entire range of levels it should be realized that some vehicles will arrive during a red indication and will have to stop. For any single intersection, then, even the highest level of service may involve some stops. These descriptions also apply to non-significant intersections, except for references to signals.

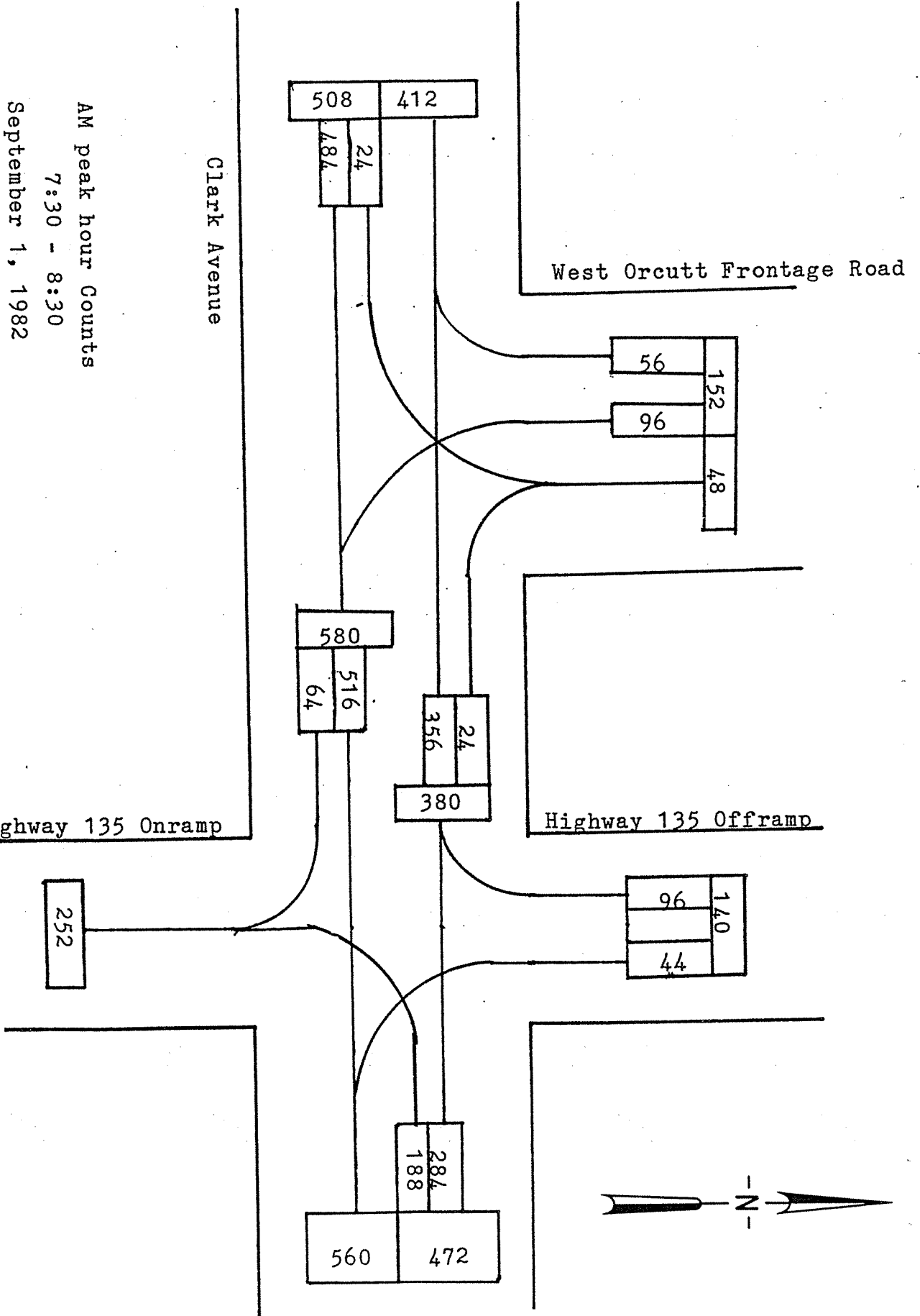
AM peak hour Counts
 7:30 - 8:30
 September 1, 1982

Highway 135 Onramp

Clark Avenue

West Orcutt Frontage Road

Highway 135 Offramp



CRITICAL MOVEMENT SUMMATION

	<u>WB</u>	<u>EB</u>	<u>SB</u>
Approach Volumes	284	484	292
Divide by Number of Lanes	142	242	146
Opposing Lefts	24	188	-
TOTAL	166	430	146
Critical Movements		430	146
Intersection Total		(576)	

LOS

A



RESOURCE MANAGEMENT DEPARTMENT

DIANNE GUZMAN, AICP
Director

Deputy Directors
Comprehensive Planning — Kirvil Skinnarland, AICP
Environmental Review — Albert McCurdy
Current Planning — Jeff Harris

MEMO TO: Resource Management Department Staff

FROM: Kirvil Skinnarland *KS*

DATE: October 14, 1982

RE: Revised Maximum Sales Prices and Rents for Low, Moderate, and Middle-Income Housing, 1982-83

Effective this date, the maximum sales prices and rents for low, moderate, and middle-income housing have been revised as follows for 1982-83:

Bedrooms	Persons	Low Rent ¹ /Sales		Moderate Rent/Sales		Middle Rent ² /Sales	
Studio	1	279	33,450	502	60,250	627	75,300
1	2	321	38,250	574	68,850	717	86,050
2	3	460	43,000	645	77,450	807	96,800
3	4	481	47,800	717	86,050	896	107,550
4	5+	544	50,800	762	91,400	952	114,250

- 1) Low income rental rates are based on existing Fair Market Rents (FMR's) established periodically for areas in Santa Barbara County by the Department of Housing & Urban Development (HUD). These rental rates should be confirmed with the County Housing Authority office for the area in which the project is located.
- 2) Middle-income rent levels are not defined in the Housing Element and, therefore, should be used only as guidelines. The rents shown are based on the following: (a) a middle-income household earns up to 150% of the County median and (b) a middle income household should spend no more than 30% of its gross income on rent.

The maximum sales prices and rents listed above, with the exception of middle income rents, are based on the definitions of affordability, policies, and programs of the Housing Element of the County's Comprehensive Plan.

LOW INCOME: Low income households are defined as households with an annual income of 80% of the County median income as established by HUD. Low income housing rents at no more than 25% of income of lower income households or is available for occupancy under the Section 8, Rental Assistance Program or its successor; or sells at no more than 2½ times the 80% median income figure.

MODERATE INCOME: Moderate income households have annual gross incomes of between 80% - 120% of the County median income figure. Moderate income housing rents at no more than 30% of income of moderate income households, or sells at no more than 3 times the 120% median.

MIDDLE INCOME: Middle income housing sells at no more than 3 times 150% of the County median income level. Middle income housing is not housing affordable to low or moderate income households and is not eligible for density bonus policies or fast-track processing.

The revised 1982-83 maximum sales prices and rents are based on a Santa Barbara County median income of \$23,900. This median income figure was determined by the Resource Management Department Comprehensive Planning Division because of uncertainties and delays related to the availability of new median income figures from HUD. The 1982-83 median was derived by increasing the 1981 HUD median for the County (\$22,500) by 6.3 percent-- the increase in the CPI for the Los Angeles-Anaheim area from July 1, 1981 to July 1, 1982.

APPENDIX D

Comments and Responses

1. Minutes of the Public Hearing
2. Comments on the Draft EIR
 - a. Dennis Bethel, Agent for the applicant
 - b. James W. Burns, Santa Maria Joint Union High School District
 - c. John Evans, County Department of Transportation
 - d. K. George Philip, Air Pollution Control District
 - e. Greg Mohr, County Resource Management Department
Comprehensive Planning Division
3. Responses to Comments

COUNTY OF SANTA BARBARA
DEPARTMENT OF RESOURCE MANAGEMENT

MINUTES
January 20, 1983

1. 82-ND-99. TPM 13,408. T. Richards. AP# 103-021-01 and TPM 13,429. L. Bassett. AP# 103-021-02. Orcutt Area Fifth Supervisorial District. Two adjoining property owners, Mr. Richards and Mr. Bassett, propose to divide their respective one acre parcels into three lots for a total of six parcels each approximately 12,950 square feet net. Water service would be provided by California Cities Water Company and sanitary service by Laguna County Sanitary District. A shared access road would be provided between the two existing parcels to serve the proposed four interior lots. The project is located approximately 500 feet west of the intersection of Hobbs Lane and Hummel Drive, on the South side of Hobbs Lane, commonly known as 480 Hobbs Lane.

ERIC SAKOWICZ

Four areas of potential significance were identified in the Negative Declaration (ND). It included impacts associated with Water Use, Flora, Noise and Circulation issues. Net water use of approximately 6 acre feet per year. The Santa Maria Area draws water from the Santa Maria Basin which is currently in a state of overdraft. Because of additional water use that this project would generate it would contribute cumulative to the continued overdraft of that water basin, however on an individual basis it was not consider significant.

Flora: Primary associated with the trees located on the site. Approximately 11 trees were identified on the project site some of which were Oak trees. The EIR identifies that two Oak trees could be impacted by the access road as currently planned as part of this project. Applicant has agreed to take all measures necessary to modify the identified location of this road should that these trees shall be preserved onsite. If this changes are made on map these changes would be reduce to insignificant levels.

Noise issues raised, primarily associated with Airport Approach zone. Located north of the project site. It is estimated that noise within the project could exceed 75 decibals. Average noise during the course of day on the project site will be 65 decibals is limitation by the County as being significant because the project would have periodic noises in excess of this the average would be much lower. Those impacts are considered adverse but not significant.

Circulation issues were also describe in the Negative Declaration primarily associated with the creation of flag lots. Flag

MINUTES

January 20, 1983

2. 82-EIR-16. 82-GP-6. Murphy Et Al. AP# 141-041-01. Santa Ynez Valley area. Third Supervisorial District. The applicant proposes a Comprehensive Plan change from a land use designation of 40 acre minimum parcel size to 20 acres minimum parcel size. If the amendment is approve, the applicant intends to apply for a rezone and tentative parcel map. The project site is located in the central Santa Ynez Valley, between the town of Santa Ynez and Ballard.

ERIC SAKOWICZ, ENVIRONMENTAL PLANNER:

The loss of agriculture lands seems to be the key issue. Other issues were Water Supply, Flood Hazard, Traffic and Circulation. Continuance was to clarify those specific item identified in the addendum that was prepared.

GREG CLARK, PAUL HALME LAW OFFICE:

In response to the letter dated 12/13/82 and it does appear responsive in part to our concerns, but our real concern at this time extensive and current modification made to the EIR none of the applicants, County staff or the public have had an opportunity to review the results of the final EIR.

Laurence Jones, PLUS:

We review the 11/30/82, and in response to that I met with Alice Kingsbury revised a draft response on the issues published on 12/13/82. Appropriate text changes will be made to the body of the document.

JEFF HARRIS, DEPUTY DIRECTOR:

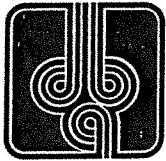
Do you wish to respond?

GREG CLARK, PAUL HALME LAW OFFICE:

We would like to see the actual result of the text before it is given to the decision makers. Pg. 23 Along with the mandatory worst case scenario will be the best case. We have a hard time understanding.

JEFF HARRIS, DEPUTY DIRECTOR:

California Environmental Quality Act first of all mandates it doesn't suggests that the County, City or whatever entity is making the Environmental Review address ultimate impacts, the key word here is ultimate and you can interpret that as worst case if you wish. We have to look at the ultimate impact of what your client proposal is. So you have to be aware that whenever you read and EIR your going to get a worse case scenario. Now there is also a section in a EIR that usual addresses, beneficial aspects of the project if there are any. Even though there may be disagreements with



DENNIS BETHEL & ASSOCIATES, INC.

CIVIL ENGINEERS

122 West El Camino, Suite-C

Santa Maria, California 93454

(805) 928-7666

January 10, 1983
DB-30001

Santa Barbara County
Department of Resource Management
624 West Foster Road
Santa Maria, CA 93455

SUBJECT: Southpoint Estates E.I.R. (82-EIR-18)

Dear Eric Sakowicz:

We have reviewed the subject E.I.R. and wish to submit the following comments:

- ① 1. We are not in total agreement with the figures used and the conclusions reached with respect to water impacts.
- ② 2. (Page 3, Page 33) We know of no adopted County policy which forfeits water recharge rights for ongoing projects, or which forfeits the benefits of the recharge system which was conceived and constructed by this project.
- ③ 3. (Page 12) What evidence does the preparer of this E.I.R. have to substantiate that homes in this project will start at \$105,000 to \$115,000. We will be building the same homes that were built in Phase I and Phase II. We have demonstrated that we can provide architecturally pleasing, well built homes at an affordable price. The preparer of this E.I.R. has made a very irresponsible statement and we request that it be corrected or substantiated.
- ④ 4. (Page 17) There is no encroachment into the 100 year flood plain. This can be substantiated by the Santa Barbara County Flood Control District.

Thank you for your consideration of these comments.

Sincerely,

Dennis Bethel P.E.

DB:jc

RECEIVED

JAN 11 1983

S. B. COUNTY
RESOURCE MGT. DEPT.

January 6, 1983

Department of Resource Management
Division of Environmental Review
105 East Anapamu Street
Room 103
Santa Barbara, CA 93101

Attn.: Jeffrey T. Harris

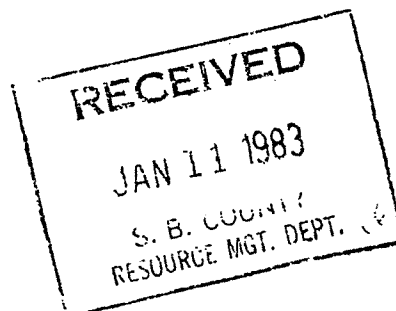
SUBJ.: Draft Environmental Impact Report # 82-EIR-18.
AP #105-180-39/AP #105-020-50,12,25
Fifth Supervisorial District

5 At this time, the school district is awaiting the decision of the Santa Barbara County Board of Supervisors regarding the ordinance involving developer fees for new construction. The school district will be affected by any residential construction when the growth of student population is realized.

No definite comments can be made until the Board of Trustees has taken a position. In the meantime, our comments are that any construction that will create student housing facilities problems will be considered an impact.

James W. Burns
Assistant Superintendent
Business Services

JB:mja



COMMENT NOTIFICATION

for ND's and EIR's
WITH a Public Hearing

(Optional for Non-County Departments)

SUBJECT: 82-EIR-18. TM 13,345. South Point Estates Corp. Orcutt area. AP#105-180-39, and
AP#105-020-50,12,25. Fifth Supervisorial District.
the

Written Comments Due: Friday, January 14, 1983

Public Hearing Date: Thursday, January 20, 1983

Location : Department of Resource Management Conference Room
624 West Foster Road, Santa Maria, CA 93455

PLEASE RETURN TO: DEPARTMENT OF RESOURCE MANAGEMENT, DIVISION OF ENVIRONMENTAL REVIEW,
105 East Anapamu Street -Room 103, Santa Barbara, California, 93101,
before the due date for written comments.

FROM:

Please Check One:

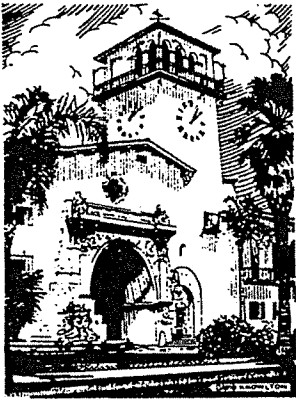
☒

This Department has enclosed comments with this notification.

☐

This Department has NO comment concerning this document.

Planning (Current, Comprehensive Planning, Subdivision Committee)
Planning - Landscape Planner
Agriculture Commissioner
Air Pollution Control Director
~~Department of Transportation/DT Director~~
Fire Prevention Control Officer
Flood Control
Grading/Public Works
Health Department/Environmental Division
Superintendent of Schools/Lino D. Mautino
Surveyor
Petroleum Administrator
LAFCO - Office of Regional Programs
Parks Department/John Dohm
Area Planning Council



COUNTY OF SANTA BARBARA

Department of Transportation

COURT HOUSE, SANTA BARBARA, CALIFORNIA 93101

LELAND R. STEWARD
DIRECTOR OF TRANSPORTATION

HAROLD L. PURDY
DEPUTY DIRECTOR

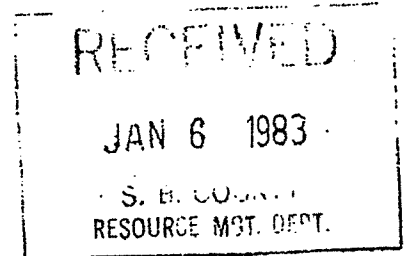
WILLIAM G. MENCHEN
DEPUTY DIRECTOR

TELEPHONE
ADMINISTRATION/ENGINEERING
(805) 963-7178

MAINTENANCE/CONSTRUCTION
(805) 964-0788

January 6, 1983

MEMORANDUM



TO: Jeff Harris

FROM: John Evans

SUBJECT: 82-EIR-18, Tentative Map Tract 13,345 -
Southpoint Estates

This Department appreciates this opportunity in making the following comments regarding the above subject. (p.p. 28, 4.3)

- ⑥ 1. A more indepth traffic study regarding the entire Clark Avenue/State Highway 135 interchange should be made. This includes traffic movements for all freeway ramps and frontage roads.
- ⑦ 2. Comment should be made regarding the west frontage road which is presently being extended from Foxenwood Drive to Foster Road and what impacts will be created at Foster Road and State Highway 135 intersection due to this extension.

JLE/bs



COUNTY OF SANTA BARBARA • HEALTH CARE SERVICES

AIR POLLUTION CONTROL DISTRICT

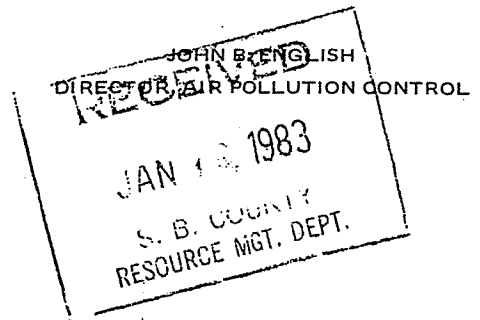
315 CAMINO DEL REMEDIO, SANTA BARBARA, CALIFORNIA 93110 • PHONE (805) 964-8658

LAWRENCE HART, M.D., M.P.H.

DIRECTOR

HEALTH CARE SERVICES

AIR POLLUTION CONTROL OFFICER



M E M O R A N D U M

TO: The Department of Resource Management

FROM: K. George Philip, Air Pollution Control Engineer

SUBJECT: Draft Environmental Impact Report, 82 - EIR - 18
Southpoint Estates

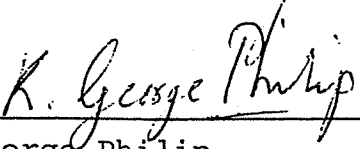
8 This draft, forwarded to us, did not discuss cumulative additions to air pollutants among cumulative effects. Peak hourly emission figures are given in the body of the checklist and since no calculation of assumptions used were given, this could not be checked.

The cumulative result of pollutant emissions is the important feature that needs to be considered for an evaluation like this. So, we have modified the tabulation of project activity (page 40) in the Orcutt area to include pollutant emissions. Assumptions used in the calculations are attached. The emission factors used could probably stand further refinement for future calculations.

We appreciate leaving out of lengthy, vague and wide ranging discussions in the EIR which tends to thwart efforts to get to facts that are pertinent. However, if the Department of Resource Management would specify a brief chapter for Air Pollution to be included, that would help. It is suggested such chapter should contain:

- (a.) tabulation of new projects of the year and emission estimates,
- (b.) tabulation of the previous five years' projects and their emissions. This as well as tabulation in (a) should be for development areas that DRM defines so they are comparable from one EIR to another.
- (c.) a map showing proximity to existing potential pollutant handling sources. Mines, petroleum wells, dumps, units with APCD permits/applications could be identified as pollutant handling sources. Proximity needs to be defined probably in terms of feet for small sources while "large" or dangerous sources would need to take a larger area into the definition.
- (d.) a map showing location of proposed temporary sprinkler system that would cover the graded area, frequency and duration of such sprinkling for effective dirt suppression or equivalent system defined in effective details. Inches of watering (similar to inches if rainfall) would be the most specific description of watering.

The above are requested as basic minimum facts towards air pollution impact statements. More than usual lack of such data in this EIR has prompted these comments.



K. George Philip
Air Pollution Engineer

KGP:ls

Copy: John B. English, Director, Air Pollution Control
James H. Schneider, Engineer Inspector, APCD

ORCUTT AREA

CUMULATIVE IMPACTS

Phase III of the Southpoint Estates project is one of many housing projects which have been proposed in recent years in the Orcutt area. Table 4 shows recent development activity for this area.

TABLE 4
PROPOSED, APPROVED, AND RECENTLY BUILT PROJECTS¹

PROJECT (1982)	TYPE	UNITS	Emissions into air, lbs/day				
			CO	HC	NO _x	SO ₂	PM
Foxenwoods	Condominiums	94	42.96	5.45	25.0	0.42	2.91
Mohawk Village	Condominiums	32	14.62	1.86	8.51	0.14	0.99
Orcutt Creek	Mixed Use	608	277.86	35.26	161.73	2.74	18.45
Molina Flynn	Condominiums	32	14.62	1.86	8.51	0.14	0.99
Meadow View	Condominiums	67	30.62	3.89	17.82	0.30	2.08
Bill Ames	Condominiums	40	18.28	2.32	10.64	0.18	1.24
Porter Highlands	SFD	110	50.27	6.33	24.86	0.50	3.41
Coast Valley	Condominiums	136	62.15	7.89	36.18	0.61	4.22
BFM	Mixed Use	266	121.56	15.43	70.76	1.20	8.25
SUB TOTAL . . .		1385	632.95	80.33	368.41	16.23	42.94
In tons/yr			(115.50)	(14.66)	(67.23)	(1.13)	(7.84)
Project Activity (1981) . . .		2868	1308.39	166.05	761.56	12.88	88.75
In tons/yr			(283.78)	(30.30)	(138.97)	(3.49)	(24.06)
TOTAL . . .		4253	1943.62	244.67	1131.30	19.14	131.84
In tons/yr			(354.71)	(44.65)	(206.46)	(3.49)	(24.06)

SOURCE: Santa Barbara County Resource Management Department
September 1982

This proposal, addition of 86 units to Southpoint Project	39.30	4.99	22.88	0.39	2.67
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¹This list includes projects in process, not recorded, recorded and projects with permits.

CALCULATION OF POLLUTANT EMISSIONS PER HOUSEHOLD

Automobile	CO	=	21.72 x 23.3	+	16.88 x 23.3	=	899.4 grms/day	=	0.410	lbs/ day
			506.075		393.3		Gas burning		$\frac{.047}{.457}$	lbs/ day
"	HC	=	2.05 x 23.3	+	1.60 x 23.3	=	85.1 grms/day	=	0.039	"
			47.8		37.3		Gas burning =		$\frac{.019}{0.058}$	"
"	NO _x	=	3.35 x 23.2	+	4.22 x 23.3	=	176.4 grms/day	=	0.080	"
			78.1		98.3		Gas burning =		$\frac{.186}{.266}$	"
"	SO ₂	=	0.21 x 23.3	+	0.21 x 23.3	=	9.8 grms/day	=	0.0045	"
			4.9		4.9		Gas burning =		$\frac{\text{negl.}}{0.0045}$	"
"	PM	=	0.38 x 23.3	+	0.38 x 23.3	=	17.7 grms/day	=	0.008	"
			8.85		8.85		Gas burning =		$\frac{.023}{0.031}$	"

Above calculations based on:

Automobile -

1. 48.6 total miles per household; 23.3 at 35 mph and 23.3 at 55 mph
2. Emissions per automobile per ARB composite emission rates for 1980 shown on attached page.
(The 2 grms/mile dust entrainment from paved roadways not indicated in this calculation.)

Gas Burning -

1. Based on 7000 ft³/month average gas usage per household. Information from Mr. O.P. Chase, So. Cal. Gas Co.
2. Gas combustion emission rates of 20 lbs. HC, 10 lbs TSP, per million cubic feet. SO₂ neglected.

January 5, 1983

KGP:ls

TABLE 1(B)

1980 COMPOSITE EMISSION FACTORS BY POLLUTANT AND SPEED
(gram/mile)

Pollutant	Average Speed (miles per hour)											
	5	10	15	20	25	30	35	40	45	50	55	60
Carbon Monoxide	123.61	65.16	45.50	36.06	29.90	25.21	21.72	19.44	18.26	17.76	16.88	14.23
Hydrocarbons	10.38	5.67	4.04	3.25	2.74	2.35	2.05	1.84	1.73	1.67	1.60	1.36
Nitrogen Oxides	3.32	3.01	2.94	2.99	3.10	3.23	3.35	3.47	3.61	3.83	4.22	4.87
Sulfur Oxides	.21	.21	.21	.21	.21	.21	.21	.21	.21	.21	.21	.21
Particulates*	.38	.38	.38	.38	.38	.38	.38	.38	.38	.38	.38	.38

*Particulate emission factors represent only exhaust and tire wear. Add 2.0 gm/mi for dust
contribution from paved roadways (AP-42, Supplement No. 9, 11.2.5-3, 12/77).

SOURCE: 1. EMFAC6C developed by California Air Resources Board (3/81) based on EPA's MOBILE2 (12/80).

2. Vehicle mix for a given year is based on the San Francisco Bay Area vehicle mix.

3. The above emission factors are calculated under the following set of conditions.

Ambient Temperature: 75.0 degrees Fahrenheit
Cold Start: 21%
Hot Start: 27%
Hot Stabilized: 52%

July, 1981

Cherie Jones → *CRLO*
MOHR

COMMENT NOTIFICATION

for ND's and EIR's
WITH a Public Hearing
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FROM:

9

Please Check One:



Division

This ~~Department~~ has enclosed comments ~~with this notification.~~ *which I'd prefer to discuss with you, rather than write a bureaucratic memo —*



This Department has NO comment concerning this document. *Blag*

~~_____~~ (Current, ~~_____~~ Subdivision Committee)

Planning - Landscape Planner
Agriculture Commissioner
Air Pollution Control Director
Department of Transportation/B. Siemer
Fire Prevention Control Officer
Flood Control
Grading/Public Works
Health Department/Environmental Division
Superintendent of Schools/Lino D. Mautino
Surveyor
Petroleum Administrator
LAFCO - Office of Regional Programs
Parks Department/John Dohm
Area Planning Council

RECEIVED

DEC 21 1982

S. B. COUNTY
RESOURCE MGT. DEPT.

Responses to Comments

1-4. Dennis Bethel, Agent

1. Thank you for your comment. The water demand situation in the Orcutt area is in a constant state of flux. We utilized the best data available at the time the document was prepared.
2. The recharge rights resulting from this project are not forfeited and were in fact applied to the final water demand calculation. However, the 900 AFY recharge "bank" from existing development has been fully committed. Because this project expired, the water allocation from the "bank" was reallocated to the other projects filed before the reapplication for this project.
3. Unfortunately housing prices are not static but constantly move upward. The \$105,000 to \$115,000 price range was given in the County's RFP and the Consultant basically agrees with it, even though housing prices are difficult to forecast. The homes would still be affordable to middle income families at these rates.
4. The revised flood boundary map prepared by the Army Corp of Engineers (1981) available in the County Flood Control District office shows the flood elevation in the project vicinity to be approximately 310 feet. Portions of Lots 32 and 33 are within this area.

5. James W. Burns, Asst. Superintendent of Schools

Thank you for your comment.

6-7. John Evans, County Department of Transportation

6. A more in-depth study of this intersection should be made. However, because this project only affects one leg of the intersection, County staff decided it was beyond the scope of work for this project. For more details, see the traffic report prepared for the Bischof Old World Project by Associated Transportation Engineers.
7. The extension of the west frontage road would relieve the necessity of northbound vehicles travelling through the Foxenwood development. Any increase in the number of vehicles utilizing the Foster Road/State Highway 135 intersection would likely be small as most would be using that intersection regardless. Any vehicles using the Foster Road/ State Highway 135 intersection instead of the Clark Avenue/State Highway 135/ Frontage Road intersection would result in decreased traffic at the second intersection. The impacts of the frontage road should be addressed in the environmental impact report for that project.

8. K. George Philip, Air Pollution Control Engineer

The discussion of Air Quality impacts was found by County staff to be beyond the scope of this EIR. We appreciate your concern and are including all the documentation provided with your comment in this Appendix.

9. Greg Mohr, Senior Planner, Comprehensive Planning Division

Most of the changes recommended by Mr. Mohr were made in the text of the Final document.