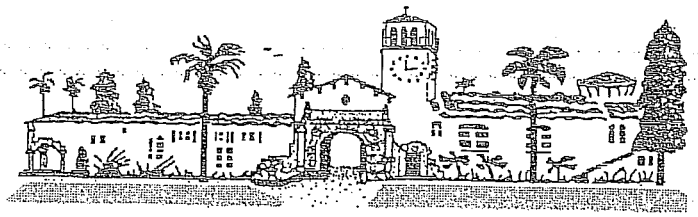
Attachment 2: CEQA Documents

Addendum

Section 15162 Update and Supplemental Document 92-SD-2

78-EIR-9

Attachment 2: Addendum



County of Santa Barbara
Planning and Development
John Baker, Director
Dianne Meester Black, Assistant Director

TO: Decision-Makers

FROM: Larry Appel, Supervising Planner
Development Review Division, North
Staff Contact: John Zorovich, Planner III / 934-6297

DATE: September 29, 2006

RE: CEQA Determination: Finding that CEQA section 15164 (Addendum) applies to Northpoint Unit III, Phase IV project, 98-DP-023. CEQA section 15164 allows an addendum to be prepared when only minor technical changes or changes which do not create new significant impacts would result and none of the conditions described in Section 15162 calling for the preparation of a subsequent or supplemental EIR or Negative Declaration have occurred. The Orcutt Community Plan EIR (95-EOR-01), the original Environmental Impact Report, 78-EIR-09, and Supplemental Document 92-D-2 prepared for the development of thirty two residential units, are hereby amended by this 15164 letter for 98-DP-023.

Location: Assessor Parcel Numbers 107-560-001 through 107-560-033. The project is located east of Hummel Drive, south of Foster Road, north of Union Valley Parkway in the existing development of Northpoint Village, Orcutt area, Fourth Supervisorial District.

Project Description: Request for approval of a Final Development Plan to construct 32 (2 and 3 bedroom) townhouse condominiums on previously recorded lots (TM 12,414) and one common lot. A total of four buildings (one 8 unit, one 6 unit, and two 9 unit) would make up the total proposed structures. The structures would cover 25.2% (35,220 s.f.) of the total 3.21 acre site. A total of 82 parking spaces would be provided for a ratio of 2.56 spaces per unit. Water and sewer service are to be provided by the Golden State Water Company, and Laguna County Sanitation District, respectively. Public road access would come from Hummel Drive, to two proposed private drives (24 ft. wide) that provide access to the residential driveways. Drainage for the site would be directed toward the existing retention basin.

Background: The 32 units were originally approved in 1979 as Phase IV of a six phase, 219 unit condominium project under 82-DP-3. This is the last phase of the six phase development. At the time building footprints were recorded for each lot and the open space lot through TM12, 414. Environmental Impact Report 78-EIR-09 and Supplemental Document 92-SD-02, dated July 2, 1992, analyzed possible environmental impacts associated with the map and the development plans for each phase. These documents found that there were significant and unavoidable impacts to public services in the area of local schools. A settlement agreement between the applicant and the school districts provided that since Tract 12,414 was recorded prior to implementation of school fees and construction of the overall project had started, the Northpoint Village development project would not be subject to payment of school fees. These documents found that there were no significant adverse impacts associated with the following

after implementation of mitigation measures: noise, geologic process, air quality, solid waste, aesthetics/visual resources water resources and transportation/circulation.

Final Development Plan 92-DPF-017 for Phase IV of TM 12,414 was approved by the Board of Supervisors on September 1, 1992. A statement of overriding considerations was approved for the project.

In 1997, the Board approved the Orcutt Community Plan which included TM12414. The Orcutt Community Plan EIR (95-EIR-01 analyzed the build out of the Orcutt Planning Area; the proposed project was included as part of the environmental setting of the OCP EIR.

Pursuant to Section 35-317.9, Development Plan 92-DPF-017 expired on September 1, 1998. The 32 unit project, Phase IV, is now being reprocessed as Case No. 98-DP-023 and corresponds to Case No. 92-DPF-017 except the four bedroom units have been replaced by two and three bedroom units. The development is consistent with recorded Tract 12,414 as it relates to the Phase IV area.

Change in Project: The applicant is proposing to replace the four-bedroom units with two and three-bedroom units. In addition, the applicant is proposing to reduce the amount of parking from 85 to 82 parking spaces.

Changes in Project Impacts:

No change was found in project impacts, and all impacts remain mitigable to less than significant levels. All issue areas analyzed in the previous environmental document were evaluated for the current project, based on the Santa Barbara County Thresholds and Guidelines for the implementation of the California Quality Act (CEQA). A discussion of water resources, transportation/circulation, air quality, noise, and aesthetics is provided below. Mitigations identified in the prior environmental Impact Report (78-EIR-09) and Supplemental Document (92-SD-02) to reduce impacts to less than significant levels are retained and included here.

TRANSPORTATION/CIRCULATION: The following analysis updates the prior traffic assessment. The replacement of four bedroom units with two and three bedroom units is not projected to increase average daily trips (ADT) and peak hour trip (PHT) per day to adjacent roadways. Area streets are adequately designed to accommodate the slight reduction in bedroom units, and the closest major intersection, Foster Road/S.R. 135, is operating at level of service (LOS) C. The replacement of four-bedroom homes with two and three-bedroom homes (with the corresponding reduction in overall bedrooms of the entire project) would likely result in even less traffic impacts than what was originally estimated. Therefore, impacts to transportation/circulation would remain less than significant.

AIR QUALITY: The site is level and minimal grading will be required to construct the project building. Compliance with Air Pollution Control District standard dust mitigation conditions would reduce potential short-term impacts to a less than significant level. There is no change to project impacts from the revised project. No significant effect will result and no mitigation is required; therefore impacts to air quality will remain less than significant.

AESTHETICS: The replacement of four bedroom residential units with two and three bedroom residential units would occur in an area already identified for development. As a result, visual impact are comparable to the existing Northpoint project. The design is architecturally compatible with existing structures and surrounding buildings. The changes to the project would not result in a change in impact level from that identified in the prior environmental documents prepared for the project. Aesthetic impacts would remain less than significant.

NOISE: The original project EIR determined that there was a potential for short-term construction related noise impacts to existing residences associated with the operation of large grading equipment. The EIR also identified long-term noise impacts associated with the project's proximity to the Santa Maria Airport and the airport approach zone. Mitigation measures that limit construction hours and recordation of an Avigation Easement for each of the lots were found to reduce the project's noise impacts to adverse but not significant. It is important to note that the change in project description does not result in any changes to project impacts or mitigation from the prior Environmental Impact Report or Supplemental Document. Noise impacts would remain less than significant.

WATER RESOURCES: A Can and Will Serve Letter has been issued by Golden State Water Company, (formerly California Cities Water Company) for the entire Tract Map of Northpoint. Due to the long history of the project, water service had already been allocated and established prior to the implementation of the Orcutt Community Plan. It is likely that the replacement of four-bedroom homes with two and three-bedroom homes would ultimately result in even less water than what was originally estimated. Therefore, impacts to water resources would remain less than significant.

GEOLOGY: Short-term impacts to geology were identified with respect to vibrations from heavy equipment during project grading. Due to the relatively minor amount of grading (approximately 2,350 cubic yards (balanced cut/fill), the impact to adjacent residents would be limited to 7-10 days at the most and therefore considered less than significant. The replacement of four bedroom residential units with two and three bedroom residential units would occur in an area already identified for development. As a result, impacts to geological resources would remain less than significant.

PUBLIC SERVICES (SCHOOLS): The Supplemental Document (92-SD-02) prepared for the project concluded that the project's impacts to schools would be unmitigated (Class I impact). A settlement agreement between the previous developer and the school district stated that since TM 12,414 was recorded prior to implementation of school fees, the Northpoint Village development project would not be subject to payment of school fees. A statement of overriding considerations was approved for the project. Tract Map 12,414 was recorded prior to the implementation of the school fees mitigation program and therefore, fees cannot be assessed.

Changes in circumstance and CEQA Sections 15162 and 15183: CEQA is clear that no further environmental review is necessary for a project when the conditions of 15162 are met. Section 15162 of the State CEQA Guidelines gives the criteria where a previously certified EIR can be used and when a subsequent or supplemental EIR should be prepared. In addition, Section 15183 of the State CEQA Guidelines mandates that all projects consistent with the development density established by Community

Plan policies for which a an EIR was certified need no further environmental review except those impacts peculiar to the project or not analyzed in the original EIR.

Subsequent to the certification of 78-EIR-09 and 92-SD-02 several projects have been approved in the Orcutt planning area, including the extension of Union Valley Parkway. The Parkway, although a change in circumstance, has improved traffic in the area as have several other traffic improvements; the recent approval of several subdivisions in the area is not considered a change in circumstance because the project was included in the environmental setting and assumed to have been built before these approvals. The applicant is proposing minor revisions to replace the four-bedroom units with two and three-bedroom units. In addition, the applicant is proposing to reduce the amount of parking from 85 parking spaces to 82 parking spaces. Therefore, neither major nor minor revisions to the previous documents are required because there are no new significant environmental effects nor is there an increase in the severity of any previously identified significant effect as the result of the project or new information..

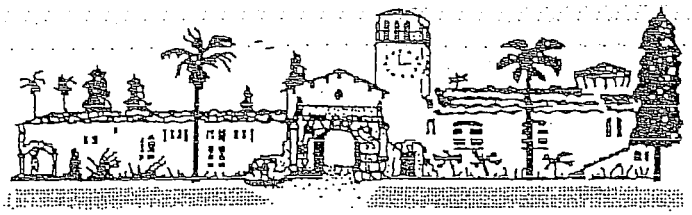
No new mitigation measures or alternatives have been identified, and, no new substantial changes to the project, the project site, the project setting, or circumstances surrounding the project that would require further environmental analysis. CEQA Guidelines Section 15162 applies and additional environmental review would therefore be prohibited.

This document, together with the 78-EIR-09 and 92-SD-02, is intended to inform decision-makers and the general public of the potentially significant environmental effects of the proposed Northpoint Development Plan and the mitigation measures that have been identified to minimize those effects to the extent feasible.

The Orcutt Community Plan was adopted in 1997; because the map for this project site was recorded in 1982 the build out of all six phases of Northpoint was considered part of the baseline in all impact areas analyzed in the OCP EIR. No impacts peculiar to the project have been identified and therefore the project is exempt as a matter of law pursuant to section 15183.

Findings:

It is the finding of the Planning Commission that the previous environmental documents as herein amended may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines Section 15164 and none of the conditions described in section 15162 have occurred, preparation of an EIR or Negative Declaration is not required.



County of Santa Barbara
Planning and Development
John Baker, Director
Dianne Meester, Assistant Director

TO: Decision-Makers

FROM: Zoraida Abresch, Deputy Director
Development Review Division, Planning and Development
Staff Contact: John Zorovich

DATE: September 1, 2006

RE: CEQA Determination for Use of Prior Documents, Environmental Impact Report 78-EIR-9 and Subsequent Document 92-SD-2: Finding that Section 15162 of the State CEQA Guidelines applies to Case No. 98-DP-023, Northpoint Village Unit III, Phase IV.

CEQA Section 15162 allows the use of a previously prepared EIR or ND unless subsequent changes are proposed in the project which will require important revisions of the previous EIR or ND due to the involvement of new significant environmental impacts, or there are substantial changes with respect to the circumstances under which the project is undertaken, or new information becomes available.

Location: The project is located east of Hummel Drive, south of Foster Road, north of Union Valley Parkway, approximately 0.25 miles east of State Route 135 in the existing development of Northpoint, in the area of Orcutt, in the Fourth Supervisorial District. (APNs 107-560-001 through -032 and 107-560-033)

Background:

A Final Development Plan, 92-DPF-017, for Phase IV of the Northpoint Village development was approved by the Board of Supervisors on September 1, 1992. The project involved the construction of 32 two and three bedroom townhouse condominiums on previously recorded lots (TM 12,414) and one common lot. The 32 units would comprise four buildings of six to nine units per building. The size of the units would range from 1,671 square feet for the two bedroom units to 1,810 square feet for the three bedroom units. All units would have an attached two car garage. A total of 82 parking spaces would be provided, as well as recreational amenities.

Environmental impacts associated with the entire Northpoint Village development were reviewed originally in 78-EIR-9. A Supplemental Document 92-SD-2 was prepared to address school impacts not previously reviewed in the original environmental impact report. The supplemental document concluded that school impacts would be unmitigated (Class I impact). A settlement agreement between the previous developer and the school district stated that since TM 12,414 was recorded prior to implementation of school fees, the Northpoint Village development project would not be subject to payment of school fees. A statement of overriding considerations

was approved for the project. The supplemental document concluded that, with the application of mitigation measures to reduce impacts associated with traffic, air quality (short and long term), noise (short and long term), biology, archaeology, land use (airport plan conflict), hydrology, and aesthetics (visual), environmental impacts of the project would be less than significant.

A Time Extension (92-DPF-017 TE01) was approved for the project until September 1, 1998 on June 18, 1997. Pursuant to Section 35-317.9 of Article III, the project expired because substantial physical development had not occurred as of September 1, 1998.

Current Project:

The project is a Development Plan (98-DP-023) for construction of the 32 townhouse condominiums previously approved as 92-DPF-017. No changes to the project description are proposed. The settlement agreement involving 92-DPF-017 no longer applies to 98-DP-023, however, school mitigation fees still can not be collected since the tract map was recorded prior to the implementation of the school fees mitigation program. There are no changes to the environmental setting or anticipated environmental impacts as identified in the original environmental impact report and supplemental document. Mitigation measures identified in the environmental impact report and supplemental document would continue to be applied to the project.

Changes in Project Impacts:

The Development Review Division has determined that the project description change to 98-DP-023 will not result in any significant impacts.

Findings:

It is the finding of this Division that the previous environmental documents (78-EIR-9 and 92-SD-2) may be used to fulfill the environmental review requirements of Northpoint Unit III, Phase IV, 98-DP-023. No impacts previously found to be insignificant are now significant. Taken together, the original environmental document, the supplemental document and this letter fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines Section 15162, preparation of a new EIR or ND is not necessary.

Discretionary processing of 98-DP-023 may now proceed with the understanding that any substantial changes in the proposal may be subject to further environmental review.

COUNTY OF SANTA BARBARA
RESOURCE MANAGEMENT DEPARTMENT
DIVISION OF ENVIRONMENTAL REVIEW

FINAL SUPPLEMENTAL DOCUMENT

RECEIPT DATE: March 25, 1992
APPLICANT: Robert Wilks
AREA: Santa Maria\Orcutt
PROJECT: 92-OA-006
PUBLIC HEARING DATE: 6/25/92; 7/2/92

SUPPLEMENTAL DOCUMENT: 92-SD-2 Final

The Resource Management Department (RMD) has prepared this Supplemental Document (SD) pursuant to Section 15163 of the State Guidelines for the Implementation of the California Environmental Quality Act and the County of Santa Barbara Environmental Guidelines. The SD is a written document which briefly describes the potential adverse impacts of a proposed project and why those impacts will have a significant effect on the physical environment. The issuance of an SD indicates there are significantly adverse impacts associated with the proposed project and therefore the project. The attached Final Supplemental Document identifies and discusses potential impacts, mitigation, and residual impact for each subject area. Specific mitigation measures and monitoring language are included in a separate mitigation section.

DOCUMENT PREPARED BY: Environmental Planner Larry Appel. Please contact Ms. Appel at 934-6261 if you have any questions.

CHANGES IN "PROJECT DESCRIPTION": Any element in the project description that is not met as described shall constitute an action not considered as part of the initial study for this SD. In these cases, the RMD requests a complete reevaluation in light of these element changes. This reevaluation may be subject to all regular fees and conditions.

PUBLIC COMMENTS: Public hearings have been held at 9:30 a.m. on June 25, 1992 and on July 2, 1992 in the Santa Barbara County Administration Building, Planning Commission Hearing Room, 123 East Anapamu Street, Santa Barbara, CA 93101. Copies of this SD may be obtained at our offices. Anyone wishing to see the project file for this SD may do so by visiting our North County office.

Jeffrey T. Harris, Deputy Director _____ Date

A:la...\wilks\JTHcover.702

County of Santa Barbara

RESOURCE MANAGEMENT DEPARTMENT

John Patton, Director
Phil Overeynder, Assistant Director

North County

TO: Albert J. McCurdy, Deputy Director
Development Review Division

FROM: Jeffrey T. Harris, Deputy Director
Division of Environmental Review
DER Staff Contact: Larry Appel

DATE: May 21, 1992 (REVISED 7/2/92)

RE: 92-SD-2 - Finding that §15163 of the State CEQA Guidelines applies to 92-OA-006, Northpoint Phase IV, Development Agreement

Location: The existing Village of Northpoint is located in Orcutt and is bounded by Foster Road, Hummel Drive and Union Valley Parkway, Fourth Supervisorial District. APN: 107-560-001 through - 032, and -033. Refer to Exhibit A for current site plan.

Background: The 32 units were originally approved as Phase IV under 82-DP-3. Building footprints were recorded for each lot and the open space lot through TM 12,414. The entire site for 219 units was reviewed under 78-EIR-9 (Orcutt "6") and a subsequent update (§ 15167). To date, 107 units have been constructed. Refer to Exhibit B for the Summary of Impacts from 78-EIR-9.

The 32 units under consideration were the subject of a Settlement Agreement entered into by the owner/developer, Mr. Wilks and the County of Santa Barbara. The Agreement, approved on December 17, 1991, provided specific guidelines on how the remaining 32 units (Phase IV) and 80 units (Phases V, VI) were to be processed. The Draft Development Agreement is attached to the staff report packet.

Prior to approval of the Agreement, the County accepted a Development Agreement from the applicant, reviewed it, deemed it "Complete" for processing and prepared an Initial Study requiring preparation of an addendum (§ 15164) letter based on the original project EIR. Since that time, the Initial Study has been amended to include an accurate representation of local school impacts. Based on the reevaluation of impacts to schools, this supplement has been prepared which acknowledges that a significant impact (schools) not previously known now exists, and therefore, requires preparation and circulation of a Supplement to the original EIR.

Current Project Description: This project consists of construction of 32 (2,3 and 4 bedroom) townhouse condominiums on previously recorded lots and one common lot. The four buildings would be constructed in phases over the next couple years, depending on local economic conditions. The size of the units would range from 1810 sq. ft. (2 bedroom) to 2266 sq. ft. (4 bedroom) and all unit would have an attached two car garage. A total of 85 parking spaces would be provided as

well as new recreational amenities. The future residents of Phase IV would be allowed to use all existing recreational amenities through annexation into the Homeowner's Association. Based on a Settlement Agreement between the applicant and County, this project is being processed as a Development Agreement rather than a Final Development Plan, required under the Provisions of Article III, Section 35-317.2.1 (zoning ordinance).

Environmental Setting: Project site is adjacent to previous phases of Northpoint. The site is generally flat (due to rough grading during initial construction in the early 80's). Most of the site is covered in annual grasses. No rare and endangered species are known to occur on site. The project is not located in a high fire hazard area nor is it within a 100 year flood plain. Surrounding land uses include: North/West- previous phases of Northpoint; East- single family residences; and South- open space and clear zone for the Santa Maria Public Airport (all within Northpoint property).

Changes in Project Impacts:

Geology: Site has previously received rough grading for the proposed 32 units. The site would require approximately 2350 cubic yards (balanced cut/fill) to complete grading within this phase of development. Adjacent residents would be impacted during grading due to vibration from heavy equipment. Due to the minimal amount of grading work necessary, the impacts would only be experienced for 7-10 days at most.

Water Resources: Water is provided by Cal Cities Water Company which draws its entire water supply from the overdrafted Santa Maria Groundwater Basin. The threshold of significance for this basin is 13.08 AFY. Original project water impacts for the entire 219 units was determined to be a Class I impact after implementation of mitigation measures. Total water demand for the project would be 11.8 AFY. The figure would be 1-2 AFY less after credit is given for runoff captured by the water recharge basin adjacent to the Union Valley Parkway. Based on these calculations, the current project would be assessed as adverse but not significant since water demand would remain below the current County threshold for the Santa Maria basin.

Exterior Water Use:

69,814 sq. ft. x 1.5 AFY/ac. x 1 ac./43,560 s.f. = 2.4 AFY

Interior Water Use:

4 (2 bdrm) + 21 (3 bdrm) + 7 (4 bdrm) [@ +1 res/bdrm] = 131 residents

131 residents x 0.574 AFY/resident = 7.52 AFY x [25% factor]= 9.4 AFY

Total Water Demand = 11.8 AFY

Transportation/Circulation: The project is expected to generate 18 PHT and 188 ADT (0.56 PHT/hr.; 5.86 ADT/unit; ITE). Areas to be impacted would be Foster Road and the S.R. 135/Foster Road intersection. The intersection is currently operating at LOS D (Las Brisas FEIR). Based on assumptions derived from EIRs in the area and discussions with County traffic engineers, it is expected that 50% of the P.M. PHT would utilize the intersection. Based on the threshold manual, up to 15 peak hour trips could be added by this project and remain below the threshold of significance. Since 9 PHT are below the threshold for the intersection, then the project's impacts concerning Foster/S.R. 135 would be less than significant.

The Foster Road segment between Bradley Road and S.R. 135 currently operates at 6330 ADT which is above the policy capacity (5000 ADT), but well below the design capacity of 11,800 ADT. Since there are no sharp curves, poor sight distance, or inadequate pavement structure, etc. (as described in the threshold manual), the project could exceed the policy capacity and not result in significant impact to the roadway. As a result of a previous agreement between the applicant and County, a portion of Union Valley Parkway has been completed which connects Hummel Drive to Bradley Road. This segment provides alternate access, especially for local residents to bypass Foster Road during peak hours.

Air Quality:

Short-term - Due to minimal grading needed on-site (2350 cu. yds. balanced cut and fill on 3 acres), short-term dust emissions (0.314 tons) would be well below the PM_{10} threshold. APCD would require standard dust mitigation measures as conditions of approval. Calculations have been included as Exhibit C.

Long-term - Based on the APCD worksheet, which estimated emissions from ITE trip generation rates, the 32 units would not approach the long-term emissions threshold of 2.5 lbs/peak hr. Calculations have been included as Exhibit C.

Although air quality impacts associated with the project would be considered less than significant, short-term emissions associated with project construction and long-term emissions associated with increased vehicle trips would contribute toward cumulative degradation of air quality in Santa Barbara County. ~~the North County Air Basin~~.

oise:

Construction - Since existing residents are located on three sides of the proposed development, they may be subjected to noise levels that exceed county standards during the hours of construction. Noise sources would be from construction engines and backup warning beepers. However, using the 24 hour weighted CNEL, the noise levels would remain below the County threshold. This would be considered a short term impact and would cease, for the most part, after large grading equipment had completed work.

Airport Overflights - The original project assessed the project noise impacts as Class I (Significant and unavoidable). The assessment was based on the assumption that the open space lot and recreational amenities would be considered a "noise sensitive receptor" area. Several months later when the Noise Element was adopted, these areas were not defined as Sensitive receptors, thereby exempting the noisiest portions of the site from maximum exterior noise level consideration. Subsequent sound level studies confirmed that the exterior living areas of individual units (ie. patios and decks) would not be subjected to ongoing noise levels in excess of County standards (65 dBA CNEL). Exterior living areas could exceed 65 dBA during actual overflight, but due to the nature of 24 hour weighting of CNEL, the threshold would not be exceeded for interior or exterior living areas, provided adequate building insulation is used during construction. Therefore, the project impacts would now be considered adverse but not significant for exterior and interior noise. The Santa Maria Public Airport Director has requested that an Avigation Easement be recorded for each of the new lots. This has been included as Mitigation Measure #7.

Public Services:

Schools - The project is located within the Orcutt Union School District and the Santa Maria High School District. Existing schools which would be used by the project's children are over capacity, with many of the schools utilizing portable classrooms. The project would be expected to generate 11 elementary, 5 junior high, and 7 senior high students. The local districts are generally allowed to collect school fees from the developer totaling $1.58 per sq. ft. The fee is to be used to provide additional class room space. Beyond collection of these fees, county decision makers are preempted from collecting or mandating mitigation for school impacts per Government Code Section 65995. This section also excludes CEQA and the State Subdivision Map Act authority to mitigate a project's school impacts. Significant impacts on schools cannot be used as a basis for denial, nor can the county decision makers make findings (per CEQA) to approve the project. Instead, according to CEQA Section 15091(2) the county decision makers must make the finding that another agency can and should apply the appropriate mitigation. In this case, the developer has a Settlement Agreement with the Orcutt Union Elementary school district that he is not required to pay the standard fee of $1.58 per sq. ft. Mr. Wilks and the Santa Maria Joint Union High School District agree that a tract map was approved prior to September 1 1986 and, as such, the school developer fees ($1.58/sq.ft.) cannot be assessed. Since no physical mitigation is evident, staff assessed this as a Class I impact.

Solid Waste - Staff has calculated that the residents of the 32 units would generate 80.56 tons/year of solid waste. This is currently below the threshold of 196 tons/year, and therefore not considered significant.

Aesthetics/Visual Impacts: Development would occur in an area that has always remained vacant. Introduction of development into the area could impact existing development in an adverse way. A block wall would be constructed along the eastern property line to separate the proposed project from the existing single family neighborhood. Installation of street lighting, consistent with other phases of Northpoint, would minimize the impacts to surrounding properties.

REQUIRED MITIGATION MEASURES: The following mitigation measures would be required in order to address potentially significant impacts. As required by Public Resources Code 21081.6, all projects which have mitigation measures addressing potentially significant impacts must include a Mitigation Monitoring and Reporting Plan (MMRP) to ensure effective implementation of mitigation measures. In some cases a mitigation monitoring coordinator (MMC) would oversee monitoring of the mitigation measures adopted as conditions of approval. The applicant would be responsible for payment of a compliance plan fee. Monitoring of conditions would also occur as part of normal building plan check/inspection procedures and through photo-documentation.

Air Quality:

1. Dust generated by the development activities shall be retained on site and kept to a minimum by following the dust control measures listed below.

a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.

b) After clearing, grading, earth moving, or excavation is completed, the entire area of disturbed soil shall be treated immediately by watering or revegetating or spreading soil binders to prevent wind pickup of the soil until the area is paved or otherwise developed so that dust generation will not occur.

c) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.

d) All areas not proposed for immediate development (e.g. within two weeks) shall be seeded or treated with soil binders to prevent soil erosion or dust generation.

e) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

f) Trucks transporting soil, sand, cut or fill materials to or from the site shall be tarped from the point of origin.

g) The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary, to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.

Plan Requirements: All requirements shall be shown on grading and building plans. **Timing:** Condition shall be adhered to throughout all grading and construction periods.

MONITORING: RMD shall ensure measures are on plans. RMD, Grading and Building shall spot check; Grading, Building shall ensure compliance on-site. APCD inspectors shall respond to nuisance complaints.

Noise:

2. Construction activity for site preparation shall be limited to the hours between 7 a.m. and 5 p.m. Monday through Friday. Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting and drywall taping are not subject to these restrictions. Two signs stating these restrictions shall be provided by the applicant and posted on site at entrances. **Timing:** Signs shall be in place prior to LUC for grading and throughout construction activities.

ONITORING: Building Inspectors and Permit Compliance shall spot check and espond to complaints.

Interior noise shall be attenuated at least 20 dBA through the use of construction materials.

NITORING: Construction plans shall be reviewed by Building and Safety Division Public Works to determine that interior noise levels are at or below 45 dBA ACNEL).

ter Resources:

Landscaping with low water-use plants shall be required for all new landscaping and lawn areas shall be minimized. **Plan Requirements:** The applicant shall submit three copies of a final landscape plan to DER for review and stamped approval and, once approved, shall post a performance

security with the County, for plant installation, water-conserving irrigation, and 3-year maintenance. **Timing:** Prior to issuance of grading permits, the performance security shall be posted. Prior to occupancy, landscaping and irrigation shall be installed. Installation and bonding may correspond with the proposed phasing of the 32 units.

MONITORING: RMD shall review and approve landscape plans. Bonds shall be reviewed by RMD and approved as to form by County Counsel.

5. Drought tolerant natives and/or Mediterranean type landscape screening shall be planted on the site. The vegetation shall be staggered and shall be situated to blend with natural habitats and to screen the effects of grading and paving. **Plan Requirements:** The applicant shall submit three copies of a final landscape plan to DER for review and stamped approval and shall post a performance security with the County, for plant installation, water-conserving irrigation, and 3-year maintenance. **Timing:** Prior to issuance of land use clearance permits, the performance security shall be posted. Prior to occupancy, landscaping and irrigation shall be installed.

MONITORING: Prior to occupancy clearance Permit Compliance staff shall photo document installation. Permit Compliance staff shall check maintenance as needed. Release of performance security requires Permit Compliance signature.

Land Use:

6. Prior to issuance of Land Use Permit for residential construction, Street lighting plan shall be reviewed and approved by RMD to assure that placement, height and intensity are consistent with existing street lighting within the development.

MONITORING: RMD shall review plans prior to issuance of the LUP for structures.

7. Prior to issuance of Land Use Permit for residential construction, the applicant shall provide evidence that an avigation easement has been recorded over each lot in Phase IV.

MONITORING: RMD Compliance staff shall verify that the document has been recorded before any permits for structures are issued by this department.

Changes in Project Impacts:

The change in the environmental setting has required a discussion of school impacts which were not previously addressed. Two other impacts (noise and hydrology) were originally assessed as Class I. Based on new information (ie. adoption of the Noise Element) this impacts would no longer be considered Class I. Impacts to the groundwater would also be considered less than significant since the 32 units being considered in this application would remain below the current threshold of significance. Based on the change in levels of impacts and the inclusion of a significant impacts not previously considered, this supplement is being prepared and recirculated for public comment.

FINDINGS:

It is the finding of this Division that the previous environmental document with this Supplement may be used to fulfill the environmental review requirements of the current project (92-OA-006). Taken together, the original environmental document, 78-EIR-9 and this Supplement fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines Section 15163, no new EIR is necessary.

Discretionary processing of 92-OA-006, the Northpoint (Phase IV) Development Agreement may now proceed with the understanding that any substantial changes in the proposal may be subject to further environmental review.

LWA:la: ...\wilks\920A006.163

Exhibit A - Plot Plan

Exhibit B - Summary Table (78-EIR-9)

Exhibit C - Air Quality

Exhibit D - Public Letters

AND MITIGATION MEASURES FOR NORTHPOINT PATIO HOMES (77-RZ-26)

IMPACT	DESCRIPTION OF IMPACT	MAGNITUDE OF IMPACT	UNAVOIDABLE	MITIGATION MEASURES
Traffic	Additional traffic and new roads	Not significant	Yes	Make security gates readily operable by emergency team personnel; Place crosswalks near playing fields
Air Quality	Dust and other emissions during construction	Not significant	Yes	Wet down areas of soil redistribution
	Project related traffic emissions	Not significant	Yes	Refer to regional plans and policies
Noise	Construction noise	Not significant	Yes	Limit construction to hours between 8:00 a.m. and 6:00 p.m.
	Noise attributable to existing and projected aircraft operations	Significant	Yes*	Use special insulation, and monitor indoor noise before occupancy, to test that sufficient noise mitigation is achieved
Biology	Depletion of wildlife habitat	Not significant	Yes	Landscape with drought resistant native plants
Archaeology	Potential subsurface archaeological remains	Not significant	No	Monitor all subsurface construction
Land Use	Conflict with resource removal	Significant	No**	Use proper engineering design to eliminate odor and minimize emissions; landscape
	Conflict with airport protective zone	Significant	Yes*	Refer to alternative project discussion
	Potential conflict with east/west expressway (proposed)	Significant	No	None recommended
Hydrology	Additional water demand of 65 acre feet per year	Significant	Yes*	Refer to regional plans and policies.

* Unavoidable significant adverse impact for which decision maker issues a statement overriding consideration if the project is approved.

** Significant adverse impacts which are mitigatable and where decision makers must make findings.

EXHIBIT C

Santa Barbara County
Air Pollution Control District

MEMORANDUM

TO: Larry Appel, Resource Management Department

FROM: Frances Wilson, Air Quality Specialist

DATE: June 26, 1992

SUBJECT: 92-OA-006 - North Point

****

Here are the calculations you requested during our telephone conversation this afternoon. I have attached the URBEMIS3 printout showing operational emissions. ROC and NO_x emissions are estimated as 0.53 tons/peak hour and 0.51 tons/peak hour, respectively.

PM_{10} emissions were calculated as follows:

Assumptions:

* TSP = 1.2 tons/acre/month (EPA, AP-42)
* PM_{10} is 50% of TSP
* Twice daily watering will reduce emissions by 50%
* 3 acres to be graded in 10 days
* Buildings will not be constructed at this time, grading only

PM_{10} = 1.2 X 0.5 X 0.5 X 3 acres X 10 days/30 days per month = 0.3 tons PM_{10}/10 days

If you have any questions regarding these calculations, please contact me at Ext. 8838.

cc: Project File
IAD Chron File

26 Castilian Drive B-23, Goleta, CA 93117 Fax: 805-961-8801 Phone: 805-961-8800
James M. Ryerson, Air Pollution Control Officer William A. Muster, Assistant Director

Project Name : northpoint Date : 06-26-1992

Analysis Year = 1995 Temperature = 50
EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Condominiums (Family)	8.9/Unit	32	285	

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.3	3.4	4.2	4.7	3.6
Started Cold	88.2	40.1	58.0	77.2	27.0
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	1.7	95.6	2.7
Light Duty Trucks	14.3	2.2	95.0	2.8
Medium Duty Trucks	4.3	5.3	94.7	0.0
Heavy Duty Trucks	3.9	29.8	70.3	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	ROC	~~TOG~~	CO	NOx
Condominiums (Family)	5.3	~~5.9~~	67.3	5.1
Peak hour = 10%	= 0.53			= 0.51

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
Condominiums (Family)	55.5	0.5	0.5

TOG → ROC

(5.9)(0.9019) = 5.3

Project Name : northpoint Date : 06-26-1992

Analysis Year = 1995 Temperature = 50
EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
ondominiums (Family)	8.9/Unit	32	285	

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
rip Length	5.3	3.4	4.2	4.7	3.6
Started Cold	88.2	40.1	58.0	77.2	27.0
rip Speed	35	35	35	35	35
ercent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	1.7	95.6	2.7
Light Duty Trucks	14.3	2.2	95.0	2.8
Medium Duty Trucks	4.3	5.3	94.7	0.0
Heavy Duty Trucks	3.9	29.8	70.3	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	ROC	~~TOG~~	CO	NOx
Condominiums (Family)	5.3	~~5.9~~	67.3	5.1
Peak hour = 10%	= 0.53			= 0.51

Project Emissions Report in Lb/Day

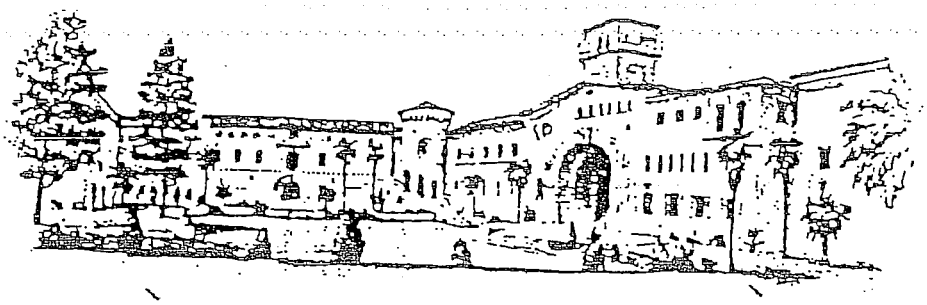
Unit Type	FUEL USE	PM10	SOx
Condominiums (Family)	55.5	0.5	0.5

TOG → ROC

(5.9)(0.9019) = 5.3

ALBERT F. REYNOLDS
Director

105 E. Anapamu St.
nta Barbara, Calif. 93101
Telephone 966-1611



DEPARTMENT OF ENVIRONMENTAL RESOURCES

December 13, 1978

TO: Honorable Board of Supervisors

FROM: Albert F. Reynolds, Director
Department of Environmental Resources

RE: "Orcutt Six" EIR

ttached hereto is the Final EIR on the environmental consequences of he "Orcutt Six" projects. This document represents my independent nalysis of all available documentation on these proposals, including rior EIRs on other projects in the area, the DER initial study, the raft EIR produced by Earth Metrics under DER management, agency and ublic comments on the Draft EIR together with DER responses thereto, lus testimony at the DER public hearing in Orcutt of November 30, 978, at which time I certified the EIR as final.

he Final EIR makes findings of regional and project specific signi- icance and suggests mitigation measures and alternatives thereto. t also identifies such unavoidable impacts as cumulative water quality erdraft and water quality degradation which appear susceptible only regional policy solutions beyond the capability of any single appli- nt to carry out.

so included in this document for Planning Commission consideration the EIR draft state, is my memorandum of November 22, 1978 outlining rtain resource management concerns which I believe need attention in lation to the Orcutt area as a whole.

h the requirements of CEQA and the County's environmental guidelines ing been met, final discretionary processing of the "Orcutt Six" jects may now proceed.

Respectfully,

Albert F. Reynolds
Director

bh
Applicants

FINAL ENVIRONMENTAL IMPACT REPORT

78-EIR-9

"THE ORCUTT SIX"

PROJECTS INCLUDED IN THIS EIR:

1) TIFFANY PARK TTM 12,501
2) NORTHPOINT PATIO HOMES 77-RZ-26
3) TOWN AND COUNTRY MOBILE PARK 77-GP-4/77-RZ-61/ 76-CP-95
4) SOUTHPOINT III TTM 12,553
5) SOUTHPOINT IV TTM 12,554
6) CANTERBURY OAKS (UNITS II & III TTM 12,595)

Prepared For:

Department of Environmental Resources

County of Santa Barbara

January 15, 1979

Earth Metrics Incorporated
1000 Elwell Court, Suite 226
Palo Alto, California 94303
(415)964-3800

Section Page

SOUTHPOINT IV TTM 12,554

CANTERBURY OAKS

(Units II and III TTM 12,595)

LIST OF FIGURES

LIST OF TABLES

A. INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA) Section 15149, this environmental impact report, 78-EIR-9 (the "Orcutt 6" EIR), incorporates by reference 77-EIR-11 (known as the "Orcutt 4" EIR). An Initial Study to 78-EIR-9 describes in detail the circumstances of the new projects, (as required by Section 15149), forming a source of background information that allows comparison of new environmental issues with those presented in 77-EIR-11. Both the Initial Study and 77-EIR-11 can be obtained at the following places:

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

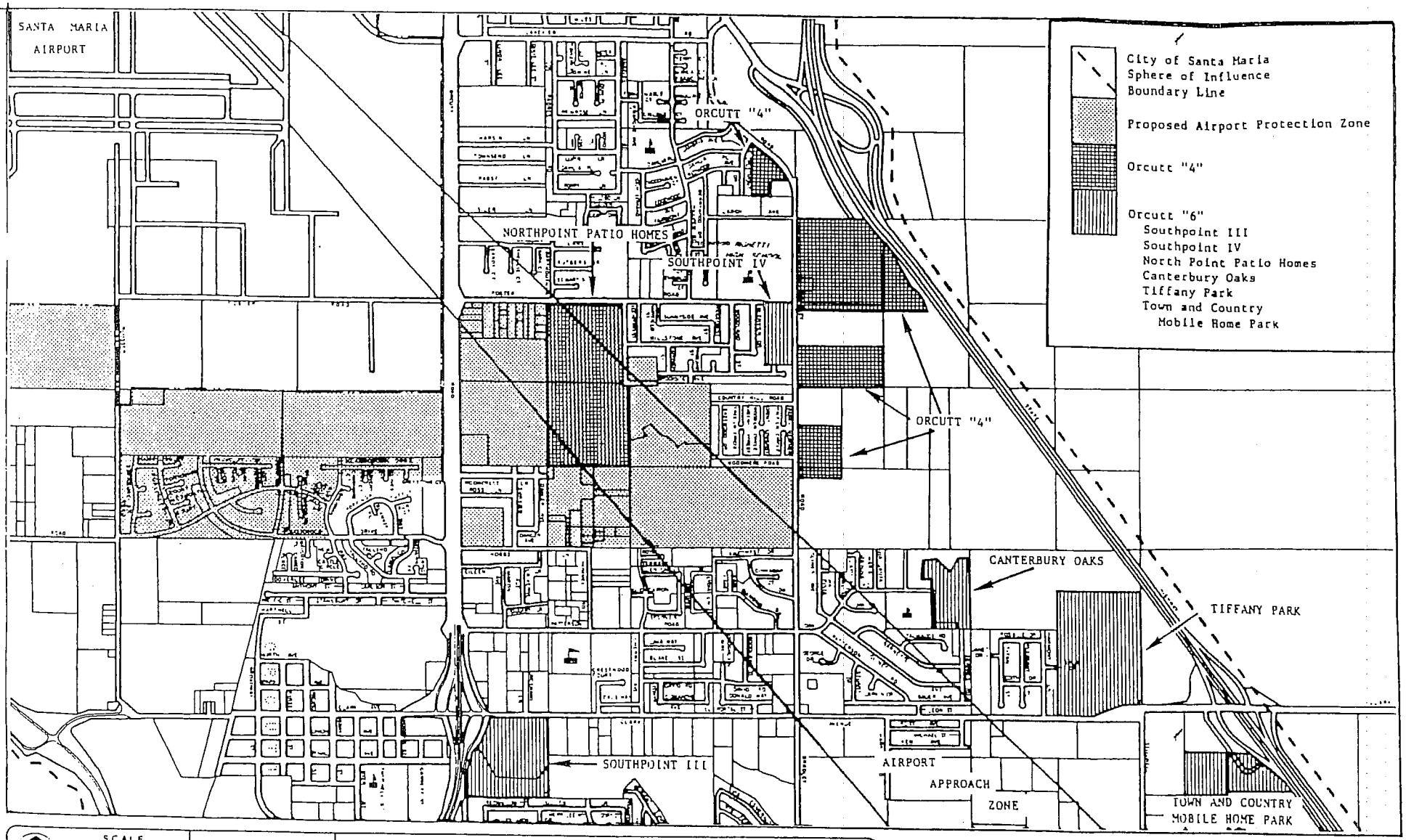
The environmental document 78-EIR-9 is organized in two major divisions. The Summary of Regional Impacts identifies environmental effects that are regional in nature, consequences of cumulative residential development in the Orcutt area. The Summary of Regional Impacts also identifies unavoidable significant adverse impacts (for which decision makers must issue a statement of overriding considerations if the projects are approved, pursuant to Section 15088 of CEQA). Plans and policies follow the discussion of cumulative regional impacts of the six Orcutt area projects. This discussion identifies measures to abate adverse impacts through regional application.

Project specific environmental analyses follow the Summary of Regional Impacts. This project environmental documentation contains concise descriptions of existing project site settings; site specific impacts, categorized as not significant, significant, or unavoidable adversely significant impacts (for which decision makers must issue a statement of overriding considerations if each project is

TABLE 1. SUMMARY OF REGIONAL FACTORS ASSOCIATED WITH THE PROPOSED SIX ORCUTT AREA PROJECTS

PROJECT	ACRES	DWELLING UNITS	POPULATION	FAIR MARKET VALUE ($ THOUSANDS)
TIFFANY PARK	62.0	187	204	11,968
NORTHPOINT PATIO HOMES	80.0	221	607	9,061
TOWN & COUNTRY MOBILE HOME PARK	36.5	216	432	797
SOUTHPOINT III	37.0	36	126	1,890
SOUTHPOINT IV	11.2	32	112	1,760
CANTERBURY OAKS	17.5	44	154	3,300
TOTAL	244.2	596	1355	28,800 (28.8 million)

Source: Earth Metrics, Inc. 1978

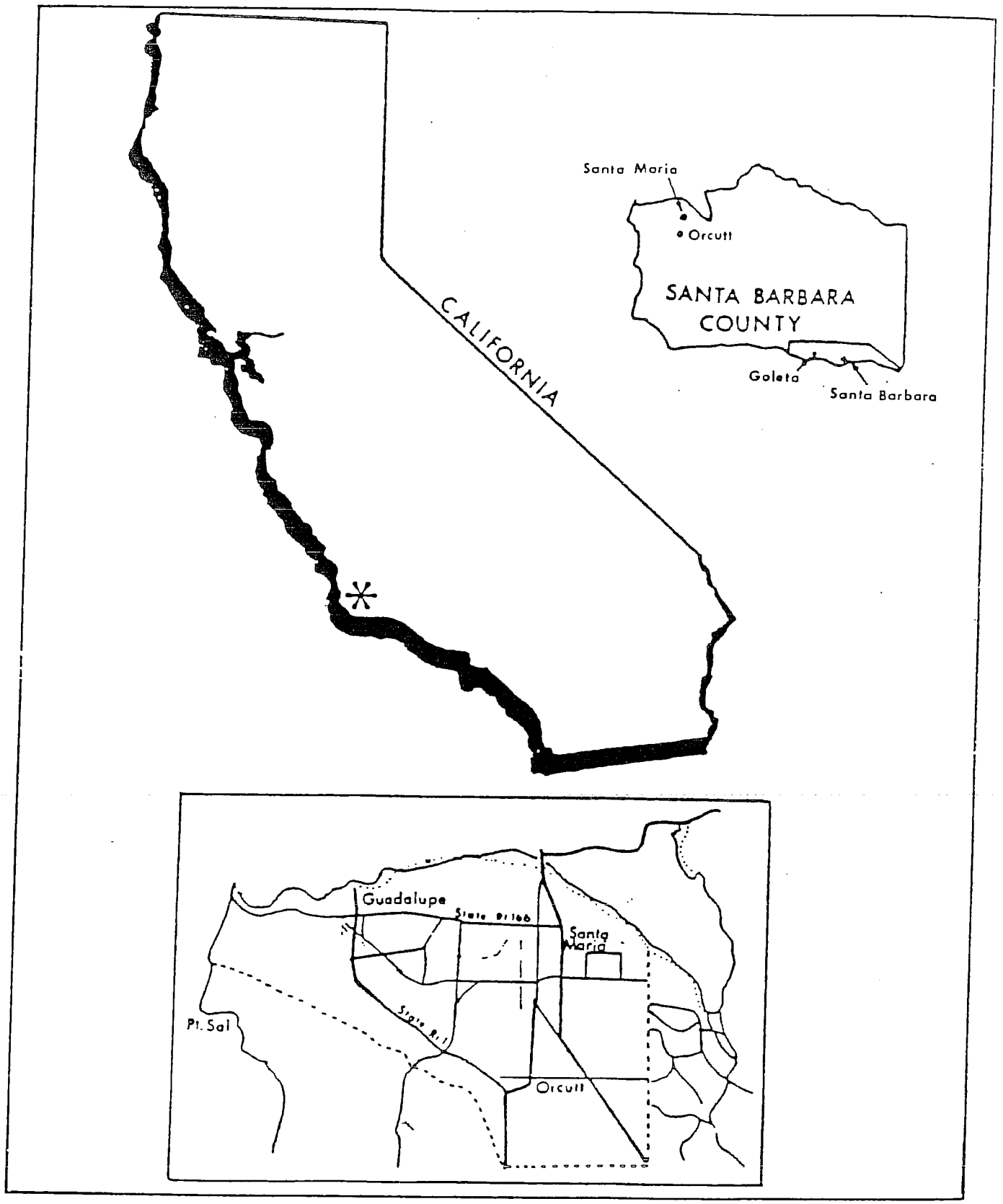


N

SCALE 1"=1500'

earth metrics
1000 elwell court
palo alto ca 94303

FIGURE 1. THE ORCUTT SIX PROJECTS IN THE SANTA MARIA/ORCUTT AREA



N

NO SCALE

earth metrics
1000 elwell court
palo alto, ca. 94303

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

Source: Toups, 1978, p. II-6

to be approved); as well as site specific mitigation measures. Impacts and mitigation measures are summarized in tables for each of the six Orcutt area projects. Information contained the Initial Study amplifies and details project site setting and impact discussions in the project specific portion of 78-EIR-9.

B. SUMMARY OF REGIONAL IMPACTS

B.1 Land Use and Socioeconomics. The Orcutt area is presently subject to rapid growth, population and housing in the Santa Maria/Orcutt area being projected to reach 77,330 persons and 28,430 dwelling units, respectively, by the year 2000 (Toups, 1978, p. III-14). Table 1 summarizes general land use and socioeconomic factors related to development of the proposed six Orcutt area projects. The six Orcutt projects are shown in Figure 1, and the regional setting of the Orcutt area is shown in Figure 2. Although the individual projects will not in themselves constitute a large part of projected growth, they will generate a number of cumulative significant effects upon land use and socioeconomics that are classified as adverse and unavoidable.

Land Use

The accumulated acreage that will be removed from open space by the proposed Orcutt projects is 244.2 acres. This land, once developed, will remove a substantial amount of acreage without a forthcoming guarantee of dedicated recreational areas by the applicants (with the exception of acreage dedicated as open space in the Northpoint Patio Homes development).

Socioeconomics

The existing rural nature of Orcutt is threatened by development patterns that result cumulatively in low density sprawl, and by the concomitant adverse effects upon the valley landscape. Futhermore, the addition of an estimated 1355 people inhabiting 244.2 acres (5.5 persons per acre) will necessitate an increased demand for public services that may outstrip the subsequent rise in property tax revenues required to support infrastructure services.

The increased value of the land ($28.8 million) may contribute toward speculation on the area's remaining undeveloped open space acreage. Consequently, the ability of fixed income or low and moderate income families to afford housing in the Orcutt area may be diminished unless specific guidelines are adopted to mitigate the probable changes in community structure.

B.2 Air Quality And Nonattainment Status. All of Santa Barbara County has been designated a nonattainment area for oxidant pursuant to the Clean Air Act Amendments of 1977. In the Santa Maria Valley, as elsewhere in the county, on road motor vehicles are currently the chief sources of oxidant precursor chemicals: hydrocarbons and nitrogen oxides. Consequently, anticipated residential development in the Orcutt area will cause cumulative impacts to regional air quality in 1982 and later. By 1982 additional residents will generate 57,600 vehicle miles of travel daily. Construction activity will also add to temporary emissions generation.

Cumulative additional residential development in 1982 will not lead to violations of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) and therefore will not affect the attainment status of the Orcutt area with respect to CO. With mitigation measures subsequently described, control of construction related emission of particulate (TSP) is possible, resulting in less severe impairment of local and regional air quality. Construction in the Orcutt area is not expected to alter the attainment status of the Orcutt area with respect to TSP in 1982 or later. Cumulative residential development will contribute negligibly to maximum (hourly average) oxidant concentrations; however, existing sources of oxidant precursor chemicals will probably cause oxidant levels in violation of the NAAQS in 1982.

By 1996 additional residents will generate 440,000 vehicle miles of travel daily. The level of construction activity is expected to subside slightly from that experienced in 1982. Despite the additional travel, CO levels will be in attainment because of the expected cleaner motor vehicles mandated by state and federal legislation. Cumulative residential development in 1996 will contribute ten percent of the projected maximum (hourly average) oxidant level of 0.10 ppm in the Santa Maria Valley. Thus, the

Santa Maria Valley may not be in attainment of the NAAQS for oxidant in 1996, unless the oxidant standard is revised (as is being considered by the EPA).

Residential development in the Santa Maria/Orcutt area is expected to induce the growth of other supporting facilities (commercial and service activities) in the Santa Maria Valley. Consideration of all of the growth in the Santa Maria Valley is essential to forecasting regional air pollutant emissions and concentrations. In spite of total growth in the Santa Maria Valley, emission of nitrogen oxides and of hydrocarbons are projected to decrease slightly in 1996 compared with the reference year 1976 (Refer to the Initial Study). Also, reduced sulfur dioxide emissions in the Santa Maria Valley, measured from the reference year 1976, should be correlated with reduced sulfate levels in the future. (The maximum 24 hour sulfate level in Santa Maria in 1977 was 16.9 $\mu g/m^3$).

B.3 Water Supply And Water Quality. In the cumulative context, continued overdrafting of groundwater in the Santa Maria Valley must be considered as significant. According to the Santa Barbara County Water Agency (1977a, p. S-8), the cumulative overdraft, in the absence of mitigation measures, would amount to approximately 29 percent of the useable storage in the Santa Maria basin by the year 2000. The cumulative impacts will be most apparent in the Orcutt Storage Unit, an arbitrary geographic division of the Santa Maria basin, which supplies virtually all of the domestic users of the Santa Maria metropolitan area with potable water.

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

The range of possible future water quality degradation in the Orcutt Storage Unit, 800 to 1000 ppm total dissolved solids, is not considered to be an unmanageable problem. The higher value of 1000 ppm total dissolved solids

is the upper limit allowable in drinking water, as established by the California State Department of Health. The slight increase in nitrates concentration presently occuring could eventually pose a health hazard, although at the present rate of change no near term threat is envisioned (Toups, 1978, p. III-38).

The estimated water demand of the combined six projects is 275 acre feet per year, assuming a 15 percent reduction in demand from the use of water saving devices as required by County Ordinance Number 2948. Of the 275 acre feet, approximately 75 percent, or 205 acre feet, would be consumptively used. This amount is equal to 4.6 percent of the annual overdraft for the Orcutt Storage Unit. This effect should be considered significant until regional water resources development projects are undertaken to reduce the overdraft problem throughout the Santa Maria basin.

B.4 Sewage Collection And Disposal. The Laguna County Sanitation District plans to service all future Orcutt area developments within the Santa Maria sphere of influence. The present design capacity of the existing treatment plant is 2.4 million gallons per day (mgd). The average daily dry weather inflow to the plant is 1.59 mgd. An application for enlargement of the plant must be made when 75 percent of the capacity (1.8 mgd) is reached, (Bugh, 1978). This threshold is expected to occur in 1980, but could be reached at a later date if the required water saving devices prove effective. This forecast takes into account the increased rate of growth that the Orcutt area is experiencing (Bugh, 1978).

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

Recently the Santa Barbara County Health Services office has expressed concern over the use of septic tank systems in developments outside the Santa Maria sphere of influence (Santa Ynez Valley News, 1978). The primary concern is that residential developments outside the sphere of influence require the

planned extension of full municipal services,with the decision remaining either to provide these services or change the zoning of properties outside the sphere of influence to prohibit residential developments (Pierce, 1978). There is no comparable issue with developments inside the sphere of influence boundary since provisions have already been made to provide sewerage to such areas.

B.5 Fire Protection. The cumulative impact of growth in the Orcutt area upon the ability of the Santa Barbara County Fire Department and the Orcutt Community Volunteer Fire Department to provide services to the residents of the valley is significant: "The number of tracts proposed and under present development in this area may be expected to increase the emergency incident response load. . ." (Santa Barbara County Fire Department, 1978). The fire station presently serving the area is located at the Santa Maria airport. Increases in Fire Department calls to the development area could render equipment increasingly unavailable to the airport and surrounding response areas. The backup station (secondary county fire department apparatus) for this area is 15 minutes away (Sisquoc or Los Alamos). The forthcoming population increases would also impact the number of first aid and rescue calls which must be served by a two person rescue squad from the airport.

B.6 Airport Protection Zone. The Santa Maria Airport is situated near the southwest boundary of the City of Santa Maria, approximately 1.5 miles from the proposed project sites. (See Figure 1). It should be noted that Northpoint Patio Homes project is located in the approach zone of the northwest/southeast oriented runway. This runway accomodates 98 percent of all airport operations. Northpoint Patio Homes is located in the Airport Protective Zone proposed by the Santa Maria Public Airport District (SMPAD) as a part of the current revision of the Santa Barbara General Plan. The Approach Zone, based on FAA standards, is 500 feet wide on either side of the runway, gradually widening to 3500 feet at a distance of 10,000 feet from the end of the runway. There is a vertical height restriction within this zone that prohibits buildings for a distance of 200 feet from the end of the runway and then increases allowable height by 1 foot per 34 feet of ground distance (Gerfen, 1977).

SMPAD recommends that single family detached residential development not be allowed in the Airport Protective Zone. This recommendation follows from the purpose of the Airport Protective Zone to maximize safety for both the adjacent community and airport related activities. The Airport Protective Zone also serves to provide adequate open space to permit emergency landings near the airport.

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

C. PLANS AND POLICIES

The description of environmental setting and the analysis of environmental issues indicate that the Orcutt area would benefit from plans and policies that bear on future residential projects in the area. These plans and policies can abate the specified short term effects of residential projects as well as certain long term, cumulative adverse effects of development in the Orcutt area.

C.1 Land Use and Socioeconomics.

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

2. As part of the Growth Management Program, specify 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.

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

C.2 Air Quality. Attainment and maintenance of the NAAQS in the Santa Maria Valley may require controls over future development and/or operation of transportation and industry. Control could take the form of regulating the type or amount of industrial growth or implementing best available industrial air pollution control technology. Continued demand responsive van service and other transportation control measures (designed to reduce roadway congestion) would also have a beneficial effect on future air quality. The following plans and policies are suggested.

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

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

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

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

8. APCD implementation of a low hydrocarbon content architectural

coatings regulation will minimize hydrocarbon emissions from this source. Model regulations are available from the California Air Resources Board.

C.3 Water Supply and Quality. There are several regional water resources development projects that could be undertaken in the future to ameliorate the overdraft situation in the Santa Maria groundwater basin. These projects include the importation of fresh water to the region (specifically, water from the State Water Project), construction of spreading grounds, construction of a reservoir at the Round Corral site on the Sisquoc River, and weather modification. Each of the above projects would aid in reducing water quality problems as well as reducing the amount of overdraft. These water resources projects, as large scale public works projects, cannot be considered to be mitigation measures applicable to private projects under the provisions of the California Environmental Quality Act (Reynolds, 1978, p.5).

The proposal for implementation of the State Water Project and alternatives is to be included in a Santa Barbara County election to take place in March, 1979. If the proposal is approved, water from the State Water Project would become available beginning in 1986 (Ahlroth, 1978). At full buildout, in the year 2010, the City of Santa Maria would receive 10,700 acre feet per year (AFY) and the California Cities Water Company, which supplies the Orcutt area, would receive 3000 AFY. This importation of 13,700 AFY would result in a significant reduction of pumping from the Orcutt Storage Unit. This pumping reduction would only occur if certain other provisions were met. These provisions would include direct substitution of state water for pumped water (as proposed), and holding the rate of development of the Santa Maria/Orcutt area to previously projected levels. Thus the apparent increase in available water must not be allowed to induce increased development because pumping rates must be reduced as State water becomes available. At present, there are no provisions insuring that pumping rates would be decreased by the substitution of State water. The major action that would assure that the substitution occurs is a requirement by the Regional Water Quality Control Board that the City of Santa Maria reduce the salt content of its sewage effluent. The proposed mechanism for achieving this reduction in salt is the use of State water (Lawrance, 1978).

Most of the other regional water projects are inactive pending the outcome of the State Water Project proposals in the March, 1979 election. The one exception is the weather modification program, which has had a successful experimental trial and may be implemented soon, depending upon the outcome of legal issues (Ahlroth, 1978).

Absent action on regional policies addressing basinwide overdraft, cumulative unavoidable adverse impacts may result. Further increases in overdraft resulting from agricultural, municipal, and industrial growth in the basin in the long term must be offset by increased groundwater recharge.

C.4 Solid Waste Collection And Disposal.

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

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

C.5 Fire Protection. The Fire Department position is that the developers should bear the total costs of land, structures, and possibly equipment and staff for a new station in the area of Clark Avenue and Bradley Road, or Clark Avenue and U.S. Highway 101 (Hunt, 1978). Within the proposed subdivisions, the design and location of hydrants and associated water mains, and water pressure must be in conformity with standards required by the Fire Department and approved by the California Cities Water Company.

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

12. Landscape new homes with fire retardant vegetation to minimize fire risk, particularly near structures.

13. Use fire retardant materials in building construction.

C.6 Airport Protection Zone. At present there are no means to mitigate the conflict with the proposed Airport Protection Zone and the proposed Northpoint Patio Homes development. However, certain land uses, considered compatible by the SMPAD, such as industrial, commercial and even clustered residential uses, could be used throughout the proposed Airport Protection Zone (Berry, 1976).

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

- Garden apartment and townhouse complexes using the Airport Safety Zone as open space and flood control retention areas. Acoustical treatment would be necessary.
- Commercial use facing on the safety area open space.
- Industrial use maintaining the safety area as open space.
- Garden cluster office and light manufacturing, research center type development - facing safety zone open space.
- Apartment houses in which adequate protection against exterior noise has been included in design and construction, together with a central air conditioning system, maintaining safety area open space.
- Cemetery.
- Recreation (golf course, riding stable, bike trails, park, etc.).
- Oil production.
- Agricultural.

- Open space/flood control.

C.7 Traffic. The following measures would improve roadway accommodation of traffic in Orcutt.

15. Construct the Miller Street extension by 1982.

16. As development and occupancy occur, install necessary signals, stop signs, and left turn protection at new intersections.

17. As needed, retime signals and create additional left turn protection at arterial intersections.

18. The Santa Barbara County Department of Transportation should review all plans for new residential circulation systems and develop a master circulation pattern.

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

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

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

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

C.8 Noise.

21. New residential developments near well traveled roadways in the Orcutt area should be designed to mitigate the increases in roadway noise. Mitigation measures such as noise walls or berms, speed

controls, avoidance of ship seal surfacing, increased setback of residences from major roadways or soundproofing of buildings generally provide the most effective mitigation tactics.

22. No new residential development should be allowed in the proposed Airport Protective Zone. The proposed 1500 foot wide corridor should be included in the Noise Element of the County General Plan for final adoption. Acceptable uses within the Zone should be limited to industrial, commercial, or recreational. Prospective residents of homes which are located near the Airport Protective Zone or any aircraft flight patterns should be notified of noise conditions and of the potential for loud aircraft noise, even if infrequent. Local realtors should be instructed by the county to notify potential homebuyers of this possibility for noise impact.

C.9 Energy.

23. It is recommended that all proposed residential dwellings not only meet but exceed the State energy conservation standards. In particular, dwelling units that employ solar water heating or space heating should be sought for the Orcutt area. Savings in construction energy consumption would be significant if a large percentage of new residential development were in the form of clustered single family units or clustered townhouses. Clustered development particularly saves resources by minimizing the amount of streets, curbs, sidewalks, telephone lines, gas lines, and sewer lines that must be developed. In addition, the following measures, if generally applied to development in the Santa Maria/Orcutt area, would aid in conserving energy:

- Insulate corners and the areas around windows early in the construction process.
- Install double glazed windows for insulation purposes.
- Lengthen eaves for better shading over windows and walls (this

shades summer sun but admits winter sunlight).

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

- Use electric ignition on gas fired appliances.

- Encourage the use of car pools or van pools.

- Provide a recycling center or information regarding nearby recycling centers.

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

- Favor developments with progressive use of available energy conservation technology (e.g., solar heating).

C.10 Biology.

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

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

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

27. Use drought resistant, native plants for landscaping purposes, rather than exotic ornamentals, since native plants tend to be of

higher habitat value and require less fertilizer, pesticides, and irrigation. (Refer to Appendix 11.3.) Require that model homes be landscaped in this manner so that potential home buyers will be encouraged toward conservation oriented landscaping.

C.11 Community Services

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

- Provide for a staggered schedule of classes.
- Hold classes throughout the entire year.
- Construct additional facilities or use portable classrooms.

D. COSTS OF SPRAWL

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

The potential for such savings has been well documented (see "Costs of Sprawl", 1974, and "An Urban Strategy", 1978) and generally include:

a. A reduction in the total capital cost burden to local government by

as much as one third, because a larger proportion of land, roads, and utilities, and facilities for open space will probably be provided by the developer.

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

c. Preservation of significant, contiguous wildlife habitat and heavily vegetated areas.

d. Improved site design to minimize noise impacts.

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

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

Clustered Residential Development

An even dispersal of dwelling units on individual land parcels characterizes conventional single family residential development. Clustered single family residential development typically creates a higher housing density than does conventional single family residential development; however, the advantages of clustered residential development accrue through a reallocation of land use priorities. Grouping single family or other types of homes, such as townhouses and condominiums, reduces the relative acreage required for

streets and residential building land parcels and increases the relative acreage dedicated to open space and recreational land uses. The total effect of clustered residential development as compared to conventional development is to conserve resources and preserve open space.

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

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

The energy and resources necessary for clustered residential developments are even more significantly reduced when the floor space of the homes can also be reduced. Table 20 in the Energy section of the Initial Study compares the energy costs of conventional and clustered single family residential homes in Orcutt. In the Table it is assumed that the clustered housing units have an average 1600 square feet floor area while the conventional units have an average of 2100 square feet.

E. UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

E.1 Land Use and Density. The current vacancy rate in Santa Maria is 2.11 percent (State Special Census, 1975). A housing vacancy rate of five to seven percent is the standard generally used for determining the state of the housing market, additional housing not being needed in areas with vacancy rates above seven percent, and housing demand being indicated in areas with vacancy rates below five percent. The current low vacancy rate indicates that the housing provided by the six proposed projects in Orcutt would be compatible with existing market demand there.

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

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

2. Cumulative development will place additional demands on an area already suffering from an energy shortage and water quality problems.

3. An increase in regional traffic and an associated decrease in air quality can be expected.

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

5. Compliance with Federal Ozone Standards by 1982, as a goal set forth by the county, are less likely to be achieved. The projected growth will keep area ozone levels close to the California state standard of 0.10 ppm, as opposed to the 0.08 ppm federal standard.

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

These adverse effects, although unavoidable, can be partially mitigated by

altering the land use configurations from traditional single family detached units, as proposed, to an assortment of Planned Unit Developments, as discussed above.

E.2 Water Supply And Usage. The influx of 1355 people to the Orcutt area will directly affect the existing water supply. Mitigation measures, such as using water conservation fixtures or using native drought tolerant plants for landscaping, can reduce excessive use of water; however, the net gain in households is not offset by the small savings obtained by water conservation. In absence of implementation of regional mitigation measures (measures at a scale greater than a single project applicant would be able to effect), proposed development in the Orcutt area will generate significant unavoidable cumulative impact on the adequacy of water supply. With continued overdraft, intrusion of water of lower quality is likely to occur in the Orcutt storage unit. Total dissolved solids (TDS) may reach 900 mg/l.

E.3 Runoff on Solomon Creek. The accumulation of residential development along the Solomon Creek drainage contributes to increasing peak flows down stream in a cumulative way. This peak flow increase can be destructive and may eventually cause significant adverse impacts.

E.4 Beneficial Impacts. The developments proposed will provide needed housing which, if approved, will be developed over the next one to two years. The local economy will also experience a moderate increase in employment, sales, services, and revenue.

A. SUMMARY OF IMPACTS

A.1 Project Description and Setting. The proposed Northpoint Patio Homes development (77-RZ-26) is shown in relation to the Orcutt area projects in Figure 1 , and the project site plan is presented in Figure 6 . The project includes 221 townhouse condominiums built on 80 acres, phased in six units, and designed in clustered development style. Approximately 71 percent of the project site will be kept as open space: a portion left in its natural state open to the public, a portion developed as public playing fields, and the remainder developed for private recreational uses for residents of the development.

The market value of the project site in 1975 was $75,000. The average selling price of each dwelling unit will be $41,000 (Krause, 1978). The project will house an estimated 730 persons.

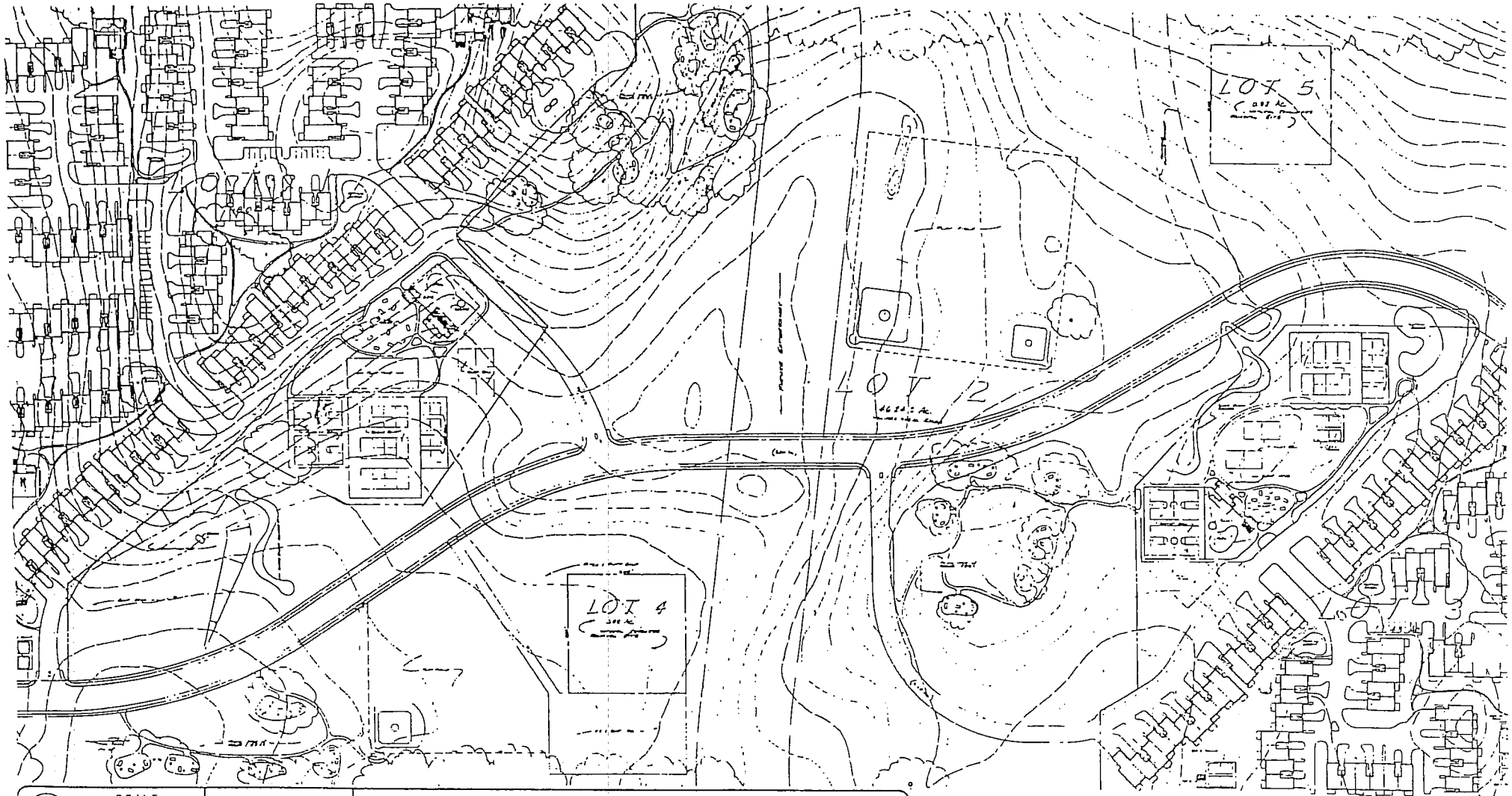
Land Use and Zoning

The project is not consistent with existing general plan and zoning designations (single family and 10-R-1 zoning). In addition to zoning change, the developer is requesting a combining regulation because of the number of changes, variances, and uses required, such as mineral rights for the project site. Adjacent land east of the project site is partially developed with single family residences, and is zoned for additional single family residences. Adjacent property west of the project site is largely undeveloped, although there are a few older homes and other structures there. Adjacent land south of the project site is zoned for single family residences.

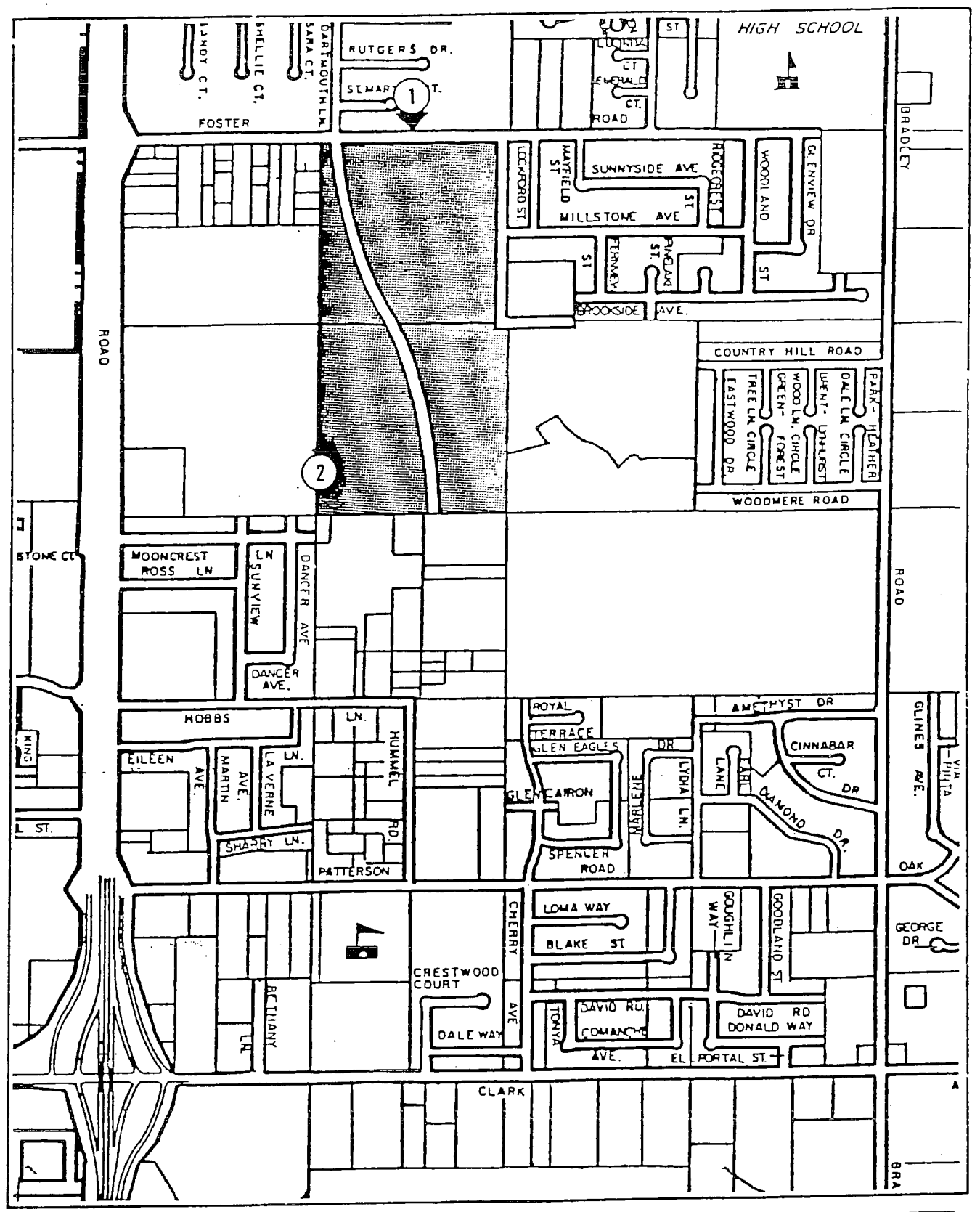
Access to the project site would be via Foster Road, bordering the project site on the north. Orcutt Road is approximately one quarter mile west of the project site.

Visual

Plate 1 of Figure 7 shows a view of the site from Foster Road. Plate 2 of Figure 7 shows the project site from its southwest corner.



SCALE	earth metrics	FIGURE 6. SITE PLAN FOR PROPOSED NORTH POINT PATIO HOMES DEVELOPMENT
N 1"=160 ft.	1000 elwell court palo alto,ca 94303	



SCALE
1" = 1000'

earth metrics
1000 elwell court
palo alto, ca. 94303

FIGURE 8. VISUAL PERSPECTIVE LOCATIONS FOR THE PROPOSED NORTHPOINT PATIO HOMES VISUAL SETTING

The site contains several mature eucalyptus trees, but little else of visual interest. No significant views can be seen from the project site.

Noise

The project site is beneath the most frequently used approach to the Santa Maria Public Airport. The area defined as 750 feet on each side of the extended centerline of Santa Maria Airport runway 30 between Orcutt Expressway and Bradley Road is proposed as an airport safety and noise control zone by the Santa Maria Public Airport District. Because safety and noise are of critical concern in this zone, no residential development will be allowed there.

A.2 Impacts Subject to Mitigation, Mitigation Measures, and Unavoidable Impacts. Table 3 summarizes impacts and mitigation measures for the Northpoint Patio Homes development 77-RZ-26.

B. SITE SPECIFIC IMPACTS FOUND NOT TO BE SIGNIFICANT

B.1 Traffic. Several measures of project traffic intensity were applied in the traffic analysis. These include the project's average daily traffic (ADT) and daily vehicle miles of travel (VMT), number of one way trips per acre of development, volume of one directional traffic making left turns during peak hours of traffic, and linear feet and acreage of paved street surfaces. Project traffic intensity is summarized to be:

- ADT of 2100 vehicles would generate 10,000 VMT upon completion and full occupancy of 221 condominium units.
- The project would create 26.2 one way trips per acre.
- During the peak hours of traffic the project would add 210 vehicles making left turns onto Foster Road from the proposed Hummel Drive entrance into the project site, and 140 vehicles making left turns onto Foster Road from Orcutt Road.

TABLE 3 . SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR NORTHPOINT PATIO HOMES (77-RZ-26)

IMPACT	DESCRIPTION OF IMPACT	MAGNITUDE OF IMPACT	UNAVOIDABLE	MITIGATION MEASURES
Traffic	Additional traffic and new roads	Not significant	Yes	Make security gates readily operable by emergency team personnel; Place crosswalks near playing fields
Air Quality	Dust and other emissions during construction	Not significant	Yes	Wet down areas of soil redistribution
	Project related traffic emissions	Not significant	Yes	Refer to regional plans and policies
Noise	Construction noise	Not significant	Yes	Limit construction to hours between 8:00 a.m. and 6:00 p.m.
	Noise attributable to existing and projected aircraft operations	Significant	Yes*	Use special insulation, and monitor indoor noise before occupancy, to test that sufficient noise mitigation is achieved
Biology	Depletion of wildlife habitat	Not significant	Yes	Landscape with drought resistant native plants
Archaeology	Potential subsurface archaeological remains	Not significant	No	Monitor all subsurface construction
Land Use	Conflict with resource removal	Significant	No**	Use proper engineering design to eliminate odor and minimize emissions; landscape
	Conflict with airport protective zone	Significant	Yes*	Refer to alternative project discussion
	Potential conflict with east/west expressway (proposed)	Significant	No	None recommended
Hydrology	Additional water demand of 65 acre feet per year	Significant	Yes*	Refer to regional plans and policies.

* Unavoidable significant adverse impact for which decision maker issues a statement overriding consideration if the project is approved.

** Significant adverse impacts which are mitigatable and where decision makers must make findings.

- New residential streets and driveways would add 6400 linear feet of roadway and 8.7 acres of paved surface.

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

B.1 Air Quality. Construction will be a temporary source of particulates and nitrogen oxides. Travel related to the completed project (approximately 10,000 vehicle miles per day) will add incrementally to the air pollution loading of the Santa Maria Valley. However, the project will not singly delay attainment of the National Ambient Air Quality Standards. Cumulative regional impacts are discussed in the Initial Study.

B.2 Construction Noise. Construction will temporarily cause increased ambient noise levels near the project site. Traffic related to the project will increase ambient noise levels unnoticeably along Foster Road. However, existing noise levels attributable to motor vehicles on Foster Road and to aircraft, are sufficiently high that noise mitigation will be required at the project site.

B.3 Visual. Development of approximately three fourths of the project site as open space, and preservation of all large trees, will have a beneficial effect on the visual character of the project site.

B.4 Biology. Completion of this cluster development will deplete approximately 23 acres of vegetation and wildlife habitat. Remaining open space will provide some habitat for birds and small mammals, others being displaced by development.

B.5 Archaeology. A review of archaeological site maps and a cursory survey of the project site was conducted. It is not possible to state conclusively that there are no valuable archaeological resources within the project site, but only that the probability is slight.

B.6 Drainage. Development of the project site will increase the amount of stormwater runoff. Storm flow will be discharged to the 50 acres of open space in the project site, then percolate into the ground.

C. SITE SPECIFIC IMPACTS FOUND TO BE SIGNIFICANT

C.1 Significant Impacts Subject to Mitigation. The following significant impacts subject to mitigation are summarized in Table 3.

Land Use

The proposed natural resource removal sites are incompatible with the proposed residential and recreational uses of the site. Oil drilling equipment will be potentially unsightly to both residents and other users of the project site. Odor and noise problems may result from the oil drilling operations, as well.

Noise

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

The proposed east and west expressway through the project site would have a significant effect on ambient noise levels in the project site. The magnitude of this effect cannot be determined at present.

Air Quality

Petroleum recovery and production facilities proposed in the vicinity of the project site will create potentially unacceptable levels of sulfur dioxide and hydrogen sulfide downwind of plant facilities. Potential safety, health, and odor effects of petroleum industry processes will be unsuitable for adjacent residential land.

C.2 Unavoidable Significant Adverse Impacts for Which the Decision Maker Issues a Statement of Overriding Considerations if the Project is Approved.

Hydrology

The porposed project will require water in the amount of 76 acre feet per year. Water saving devices, required by Santa Barbara County (Ordinance Number 2948), will reduce water demand to approximately 65 acre feet per year, or 1.5 percent of the currently estimated overdraft of the Orcutt storage unit.

Noise

Ourdoor areas in the open space and recreational portion of the project site will be located in the proposed airport protective zone, and will be subjected to high ambient noise levels. As aircraft operations will increase in time, future project site residents may hold the Santa Maria Public Airport District (SMPAD) legally responsible for airport impacts and hazards. SMPAD has noted that the porposed land uses in the project site are not fully consistent with those preferred in the proposed airport protective zone.

D. SITE SPECIFIC MITIGATION MEASURES

D.1 Air Quality

1. Favor construction with locally available materials and manpower to minimize air pollutant emissions related with transportation.

2. Use architectural coatings (e.g., paint) with low hydrocarbons content.

3. Wet down areas of soil redistribution to minimize particulates blowoff.

D.2 Noise

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

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

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

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

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

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

   d. Exterior doors to be solid core.

7. Require acoustical monitoring indoors before occupancy of the Northpoint Patio Homes to insure that interior noise levels are acceptable under state, federal, and county guidelines.

8. Notify prospective residents of the Northpoint Patio Homes of existing and project scenarios with respect to aircraft noise.

D.3 Land Use

9. Require as a condition of drilling permits that machinery be enclosed and effectively screened with landscaping to reduce visual impacts. Also, require proper engineering designs that eliminate noise and odor, above ambient levels, outside the property line of the oil drilling operation and placement of an H_2S monitoring

device that will shut down well if dangerous levels are approached.

10. Require that natural resource removal sites be left as natural open space until oil drilling operations commence.

D.4 Drainage

11. Require that catchment basins be installed for stormwater runoff, and that storm flows be directed to the 50 acre open space area for percolation into the ground.

D.5 Biology

12. Use drought resistant, native plants for landscaping, rather than exotic ornamentals, since native plants tend to be of greater habitat value and require little or no fertilizer, pesticide, or irrigation. Require developer to install low irrigation native plant landscaping for use with model homes developed for tract sales.

E. SITE SPECIFIC ALTERNATIVES

1. Single use alternatives would eliminate potential incompatibilities between residential, open space, and industrial uses at the project site. One single use alternative would be to approve the project without the natural resource removal sites and rezone the land as DR-3 instead of DR-3-0. Other single use alternatives include development of the site solely as a commercial, industrial, or recreational area. Oil drilling, if allowed on site, may still be compatible with adjacent residential land.

2. Deferred development of a portion of the projects proposed would enable county planning and community groups to assess the needs of the community. This method would permit growth at a rate coinciding with needs of the community rather than with the desires of individual developers. The rate and type of development (percent

cluster, open space, etc.) would be established by the county and those most affected by said development.

REFERENCES: ORGANIZATIONS, PERSONS, AND PUBLICATIONS CONSULTED

Ahlroth, J., Engineer, Santa Barbara County Water Agency, telephone and personal communications (1978).

Applegate, Richard, An Index of Chumash Placenames, in "Papers on the Chumash", Occasional Papers, No. 9, San Luis Obispo County Archaeological Society (Paso Robles, 1975).

Bethel, D., Chief Civil Engineer, Fred H. Schott and Associates, telephone and personal communications (1978).

Berry, Everett W., General Manager, Santa Maria Public Airport, written correspondence (1978).

Bolt Beranek and Newman Inc., Noise Element for the Santa Maria Airport District Master Plan (1974).

Bugh, Vernon, Assistant Director of Public Works, County of Santa Barbara, personal and telephone communication (1978).

Burns, James, Santa Maria Joint Union High School District, telephone communication (1978).

California Air Resources Board (ARB), California Air Quality Data, Summary of 1976 Gaseous Pollutants (1977).

California Air Resources Board (ARB), Santa Barbara County Emissions Inventory and Forecast of Air Pollutant Emissions (1978)

California Air Resources Board (ARB), Climate of the South Central Coast Air Basin (1975).

California Air Resources Board (ARB), California Air Quality Data, (1975 issues), (1976).

California Air Resources Board (ARB), California Air Quality Data, Summary of 1976 Particulate Pollutants (1978).

California Department of Fish and Game, At the Crossroads (1974).

California Energy Resources Conservation and Development Commission, California Energy Trends and Choices (1977).

California Energy Resources Conservation and Development Commission, Residential Energy Conservation Manual for New Residential Buildings (1977).

Callagy, Michael J., Project Engineer, Moreland Engineering, personal and telephone communications (1978).

CALTRANS, 1973 Traffic Volumes on California State Highways (1974).

CALTRANS, 1976 Traffic Volumes on California State Highways (1977).

CALTRANS, Trip Generation Research Counts (1976).

Carlson, Vida F., This is Our Valley, compiled by the Santa Maria Valley Historical Society (Westernlore Press, Los Angeles, 1959).

Carry, _____, SCOTS Traffic Engineer, telephone communications (1978).

Cole, D.L., General Telephone Company of California, telephone communication (1978).

Condon, Paul, Junior Planner, City of Santa Maria, personal communication (1978).

Contra Costa County Planning Department, Energy Conservation (1976).

Cunningham, Barbara, Department of the Treasury, County of Santa Barbara, telephone communication (1978).

Damron, Harlan, Santa Barbara County Planning Department, telephone communication (1978).

Emery, Dara, and Jacqueline Broughton, "Native Plants for Southern California Gardens", Leaflets of the Santa Barbara Botanic Garden, Vol. 1, Number 12 (1969).

Emmons, Merry, Marketing, Pacific Gas and Electric Company, telephone communication (1978)

Envicom Corporation, Draft Environmental Impact Report for Tentative Tract No. 12,477 (1978).

Environmental Science Associates, Inc., Environmental Impact Report, Foxenwood West (1977).

Environmental Science Associates, Incorporated, Final Environmental Impact Report for Foxenwood West (1977).

Fite, Tom, Hospital Administrator, Valley Community Hospital, telephone communication (1978).

Fordic, Robert, California Department of Fish and Game, telephone communication (1978).

Gruen, Gruen and Associates, The Economy of Santa Maria, San Francisco (1974).

Halverson, Natalie, Santa Maria Joint Union High School District, telephone communication (1978).

Hart, Tom, Comprehensive Planning Department, County of Santa Barbara, personal and telephone communications (1978).

Hartsell, Bill, District Manager, California Cities Water Company, telephone communication (1978)

Hathaway, _____, California Highway Patrol Officer, telephone communication (1978).

Hayes, William, Santa Barbara County APCD Air Pollution Engineer, telephone communication (1978).

Heath, J., Owner, Town and Country Mobile Home Park, telephone communication (1978).

Hersman, Capt. D.R., Santa Barbara County Sheriffs Department, written communication (1978).

Highway Research Board, Highway Capacity Manual (1965).

Hunt, Capt. James W., Santa Barbara County Fire Department, telephone and written communication (1977 and 1978).

Ilenstine, Jack, Tax Assessor, County of Santa Barbara, telephone communication (1978).

Kammer, George, Comprehensive Planning Department, County of Santa Barbara, personal and telephone communication (1978).

Keller, Sam, Engineer, Southern California Water Company, telephone communication (1978).

Kelly, Sharon, Santa Maria Ambulance Service, telephone communication (1978).

Kobayashi, Diane, Santa Barbara County Health Care Services, written correspondence (1978).

Laird, Jim, Santa Barbara County Air Pollution Control District (APCD) Representative, telephone communication (1978).

Landberg, Leif C.W., "The Chumash Indians of Southern California", Southwest Museum Papers, no. 17 (Los Angeles, 1965).

Landress, Carol, Laguna County Sanitation District, telephone communication (1978).

La Freniere, G., Environmental Geologist, County of Santa Barbara, Department of Environmental Resources, telephone and personal communication (1978).

Lawrance, Charles, Engineering Manager, Santa Barbara County Water Agency, telephone communication (1978).

Livingston and Associates, Incorporated, Santa Barbara County Proposed Comprehensive Plan (1976).

Los Angeles, County of, Green Belts for Brush Fire Protection of Soil Erosion Control in Hillside Residential Areas (1970).

Machacek, Marta, Comprehensive Planning Department, County of Santa Barbara, personal and telephone communications (1978).

Majors, Mary, California Native Plant Society, Rare Plant Project, telephone communication.

Martin, Bill, Santa Maria Public Works Department, Sanitation Division, telephone communication (1978).

Matheny, Barbara, Valley Garbage and Rubbish Company, telephone communication (1978).

Merrill, Mr., Assistant Superintendent, Orcutt Union School District, telephone communication (1978).

Miller and Evenson, "Utilization of Groundwater in the Santa Maria Valley Area, California," U.S. Geological Survey, Water Supply Paper #1819A (1966).

National Cooperative Highway Research Program, Report 117, Highway Noise, A Design Guide for Highway Engineers (1971).

National Cooperative Highway Research Program, Report 144, Highway Noise, A Field Evaluation of Traffic Noise Reduction Measures (1973).

National Oceanic and Atmospheric Administration (NOAA), Climatological Data, Annual Summary, California 1977 (1978).

Nichols, Marty, CALTRANS Representative, telephone communication (1978).

Pauley, Cliff, Comprehensive Planning Department, County of Santa Barbara, telephone communication (1978).

Pierce, David, Santa Barbara County Environmental Health Services, telephone communication (1978).

Poultney, Nancy, Manager, Santa Maria Organization of Transportation Helpers, telephone communication (1978).

Powell, W., Robert, California Native Plant Society, Inventory of Rare and Endangered Vascular Plants of California (1974).

Reynolds, A.F., Memorandum to Britt A. Johnson, Planning Director, County of Santa Barbara regarding East Orcutt Joint Projects, 77-EIR-11 (May 3, 1978).

Roberts, Michael, Orcutt, California, personal communication (1974).

Santa Barbara County Air Pollution Control District (APCD), Air Pollution Control District Quarterly Report (July through December, 1977) (1978)

Santa Barbara County, Conservation Element of the General Plan (1978)

Santa Barbara County, Department of Environmental Resources, Maps of Rare and Endangered Plants.

Santa Barbara County, Final Environmental Impact Report for the Regional Transportation Plan 1975-1995 (1976).

Santa Barbara County Water Agency, Adequacy of the Santa Maria Groundwater Basin Final Report (1977a).

Santa Barbara County Water Agency, Report on Adequacy of the Groundwater Basins of Santa Barbara County, prepared for the Board of Directors, Santa Barbara County Water Agency (1977b).

Santa Maria Valley Developers, Inc., Santa Maria Economic Profile.

Santa Ynez Valley News, "Potential Growth Could Force New Sewer System at Orcutt" (August 31, 1978).

Schott, F.H., President, Fred H. Schott and Associates, telephone communication (1978).

Schwarzbach, Steven E., A Report on the Rare and Endangered Plant Species of Santa Barbara County (1977).

S/G Testing Laboratories, Inc., Soil and Foundation Investigation, Proposed Subdivision, Tract 12,554 - Southpoint IV, Santa Barbara County, California, prepared for San Clemente Group Development Corporation c/o Fred H. Schott and Associates (1977).

Swanson, Lt., Santa Barbara County Sheriffs Department, telephone communication (1978).

Steineger, Jack, Department of the Treasury, County of Santa Barbara, telephone communication (1978).

Toups Corporation, Draft Environmental Impact Report for East Orcutt Joint Projects (1978).

Toups Corporation, Final Environmental Impact Report for East Orcutt Joint Projects (1978).

Toups Corporation, Santa Maria Valley Water Resources Study, prepared for the City of Santa Maria (1976).

U.S. Environmental Protection Agency AP-42; Compilation of Air Pollutant Emission Factors (1976).

U.S. Environmental Protection Agency, Mileage Requirements for New Light Duty Vehicles (1977).

U.S. Environmental Protection Agency, Mobile Source Emission Factors (Final Document) (1978).

U.S. Geological Survey, Evaluation of Groundwater Quality in the Santa Maria Valley, California, USGS Water Resources Investigations 76-128 (1977).

U.S. Geological Survey, "Geology and Groundwater Resources in the Santa Maria Valley Area, California", Werts, G.F., Jr., Water Supply Paper 1000 (1951).

Wells, Tony, Santa Maria Development Company, telephone communication (1978).

Westwater, Dr. David, Business Manager, Office of Superintendent of Schools, County of Santa Barbara, telephone communication (1978).

PREPARERS OF THIS REPORT

Thomas A. Rogers, M.S.; Project Manager

Marc C. Papineau, B.S.

Ronald Rose, M.C.P., M.A.

Virginia Pfeifle, B.S.

Russell Willis, B.S.

Kenneth Rock, M.S.

Bruce Ross, M.S.

Peggy Iler, B.A.

Alan F. Manee, M.A., County of Santa Barbara, Department of Environmental Resources, Lead Agency Project Manager