



COUNTY OF SANTA BARBARA

Planning and Development

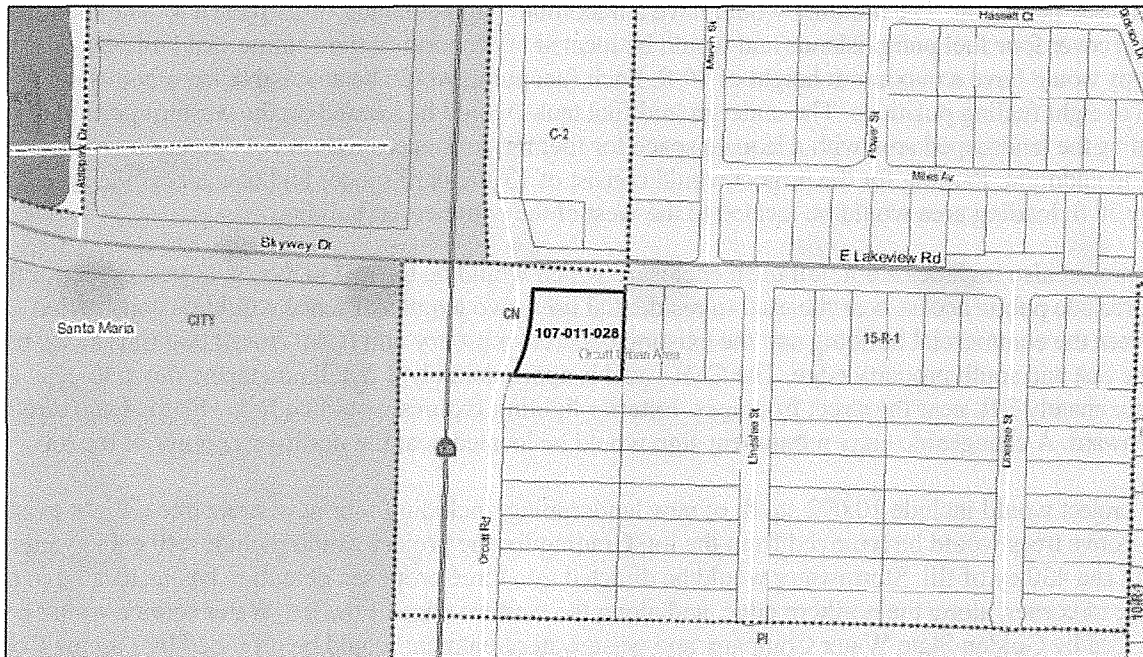
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Final Mitigated Negative Declaration 19NGD-00000-00001

Orcutt Fueling Center

18DVP-00000-00001/18CUP-00000-000001

July 8, 2019



Owner/Applicant

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1.0 REQUEST/PROJECT DESCRIPTION

Hearing on the request of Brian Tetley of Urban Planning Concepts, agent for the owner, Lama Fadel, for approval of the following:

- a) 18DVP-00000-00001 [application filed January 16, 2018] for approval of a Final Development Plan to allow for the construction of an approximately 5,054-square foot (sq. ft.) commercial building and an approximately 2,814-sq. ft. fuel canopy pursuant to Section 35.24.030 of the Santa Barbara County Land Use & Development Code (LUDC) ;
- b) 18CUP-00000-00001 [application filed January 16, 2018] for approval of a Minor Conditional Use Permit to allow for a service station pursuant to Section 35.24.030 of the Santa Barbara County Land Use & Development Code (LUDC).

The service station would be sited on a lot located at the southeast corner of the intersection of Orcutt Road and Lakeview Road. The subject lot previously contained a service station starting in the 1960s through the 1990s. The commercial building would be located in the southeast corner of the parcel. The 5,054 sq. ft. commercial building would consist of a 4,203 sq. ft. convenience store and 851 sq. ft. lease space. The convenience store would include the sale of alcohol under an Off-Sale Beer and Wine license and would have one unisex bathroom. The building would have a maximum parapet height of 23 feet (ft.). The fuel canopy would cover four fuel pump islands and would be located 50 ft. north of the commercial building. The fuel canopy would have a maximum height of 19 ft. Each fuel pump would be accessible from both sides for a total of eight fueling positions. The underground fuel tanks would be located on the western portion of the lot abutting the landscaped area with adequate space for fueling truck access. Hours of operation would be 5:00 a.m. to midnight. Parking for the project would consist of 13 standard spaces and one accessible space. A 10 ft. by 30 ft. loading area would be located to the west of the commercial building.

The project also includes a 6 ft. tall trash enclosure which would be located in the southwest corner of the lot. To preclude public access near the eastern residential uses, two lengths of fence would be constructed between the commercial building and the existing concrete masonry unit (CMU) wall that runs along portions of the east and south property edge. The CMU wall is approximately 8 ft. tall and tapers down to approximately 3 ft. near the street frontages. Exterior lighting fixtures would be fully shielded and directed downward. A changeable copy monument sign would be located near the northwest corner of the lot.

The project would include 10,092 sq. ft. of new landscaping, including four new street trees. Eight existing non-native trees would be removed from the lot. Grading for the project would include 440 cubic yards (cy) of cut and 430 cy of fill. Stormwater would be directed into three proposed detention basins located in the northeast corner, along the northern edge, and along the western edge of the lot. Water service would be provided by Golden State Water Company and wastewater treatment would be provided by Laguna County Sanitation District. Access would be provided from Orcutt Road and Lakeview Road by two 40 ft. wide paved driveways. Two driveway curb cuts associated with the previous service station would be eliminated. The project would be located on a 0.82-acre lot zoned Neighborhood Commercial (CN). The lot address is 3616 Orcutt Road, shown as APN 107-011-028 on the southeast corner of the Orcutt Road and Lakeview Road intersection in the Orcutt area, Fourth Supervisorial District.

Proposed project plans are provided as Attachment 1.

2.0 PROJECT LOCATION

The project site is a 0.82-acre parcel located at 3616 Orcutt Road (Assessor Parcel Number 107-011-028). Located near the intersection of Orcutt Road and Lakeview Road, the property is designated Neighborhood Commercial (NC) in the Comprehensive Plan and zoned Neighborhood Commercial (CN).

| 2.1 Site Information | |
|--------------------------------|---|
| Comprehensive Plan Designation | Urban area with a Neighborhood Commercial Comprehensive Plan designation |
| Zoning District, Ordinance | Land Use and Development Code, Neighborhood Commercial (CN), Orcutt Community Plan |
| Site Size | 0.817 acres |
| Present Use & Development | Vacant; Previously used as a service station |
| Surrounding Uses/Zoning | North: C-2 Retail Commercial, tire store and grocery store South: 15-R-1 Residential 15,000 sq. ft. minimum lot size, single family residential, Lakeview Junior High School beyond East: 15-R-1 Residential 15,000 sq. ft. minimum lot size, single family residential West: Incorporated City, City of Santa Maria |
| Access | Orcutt Road and Lakeview Road |
| Public Services | Water Supply: Golden State Water Company Sewage: Laguna Sanitation District Fire: Santa Barbara County Fire Station No. 21 Police: Santa Barbara County Sheriff, Orcutt Union Elementary School District: Santa Maria Union Joint High School District |

3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

The 0.817-acre project parcel is located on the southeast corner of the Orcutt Road and Lakeview Road intersection. The project is located within the “South Wye” residential neighborhood. This neighborhood extends from Union Valley Parkway (UVP) and the Flight Approach Zone open space in the south, to Lakeview Road in the north, Orcutt Road on the west, and Bradley Road on the east. The neighborhood is developed with single family dwellings on 7,000 to 10,000 square foot lots. The neighborhood is almost completely built out. Schools include Righetti High, Lakeview Junior High, and Alice Shaw Elementary. The South Wye neighborhood abuts the North Wye neighborhood, which includes the Evergreen Shopping Center and commercial uses, residential dwellings and Waller Park.

Slope/Topography. The parcel is relatively flat with slopes within the proposed development area ranging from 0% to 2%. The site is 285 ft. above sea level.

Fauna/Flora. The proposed project parcel contains eight existing trees including one California Sycamore and one Avocado along the south portion of the parcel and six Evergreen Pears along the east portion of the parcel. No native vegetation or associated habitat is located on the property.

Archaeological Sites. The parcel has been graded and extensively disturbed by previous uses. Therefore, the potential for the project area to contain significant archaeological resources is very low.

Soils. The project site is characterized by BmC Betteravia loamy sand and has a land capability classification of 4. Soil contamination from the previous service station was cleaned in 1999 to the satisfaction of the standards of the time.

Surface Water Bodies. No surface water bodies exist within the vicinity of the project site.

Surrounding Land Uses. The project site is bordered by single family residences on the south and the east, Medina Tire, Spencer’s Market, and the Evergreen Shopping Center to the north, commercial development to the northwest, and an agricultural field to the west. The Santa Maria Airport and commercial development is west of the agricultural use. Lakeview Junior High School is located approximately 500 feet south of the project site.

Existing Structures. The parcel is vacant and does not have any structural development, except for a CMU wall that exists offset along portions of the south and east property lines.

3.2 ENVIRONMENTAL BASELINE

The environmental baseline from which the project’s impacts are measured consists of the physical environmental conditions in the vicinity of the project, as described above.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is defined as follows:

Potentially Significant Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Less Than Significant Impact with Mitigation: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to a Less Than Significant Impact.

Less Than Significant Impact: An impact is considered adverse but does not trigger a significance threshold.

No Impact: There is adequate support that the referenced information sources show that the impact simply does not apply to the subject project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document addresses this issue adequately for use in the current case and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page(s) where the information is found, and identification of mitigation measures incorporated from the previous documents.

4.1 AESTHETICS/VISUAL RESOURCES

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|---|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view? | | X | | | |
| b. Change to the visual character of an area? | | X | | | |
| c. Glare or night lighting which may affect adjoining areas? | | X | | | |

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--------------------------------------|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| d. Visually incompatible structures? | | X | | | |

Existing Setting: The project site is located at the intersection of Lakeview Road and Orcutt Road in an urban area characterized by residential and commercial uses. The site is flat, undeveloped, and contains eight trees located along the east and south edges of the property. An existing CMU wall runs along the east and south edges of the property. Views of this site are available from the adjacent single family dwellings and commercial uses as well as to north and south travelers on Orcutt Expressway and Orcutt Road as well as east and west travelers on Skyway Drive and Lakeview Drive.

County Environmental Thresholds: The County’s Visual Aesthetics Impact Guidelines classify coastal and mountainous areas, the urban fringe, and travel corridors as “especially important” visual resources. A project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The guidelines address public, not private views.

Impact Discussion:

(a-d) Less Than Significant Impact with Mitigation: The project site is viewable from northbound and southbound travelers on Orcutt Expressway, northbound and southbound travelers on Orcutt Road, and eastbound and westbound travelers on Skyway Drive and Lakeview Road. The project would include a monument sign on the corner of Lakeview Road and Orcutt Road and a wall sign located on the commercial building, both of which would be required to be permitted with separate sign permits. Existing development around the site includes a tire shop and a grocery store to the north, single family residential uses to the east and south, and commercial, industrial, and agricultural uses to the west. Since the project site is bordered by residential properties south and east, the proposed commercial building, fueling canopy and parking lighting could have significant lighting and visual impacts on residential dwellings. The project has been designed to be compatible with the design guidelines of the Orcutt Community Plan. Lighting associated with the project would be low intensity, low glare and hooded/shielded to direct lighting downward. OCP policies require outdoor lighting in Orcutt to be designed and placed to minimize impacts on neighboring properties and the community in general. OCP development standards (DevStd VIS-0-6) require night lighting fixtures adjacent to residential areas be of minimum height required for security and safety. The North Board of Architectural Review (NBAR) conceptually reviewed the project design for consistency with OCP standards. Compliance with the OCP policies and development standards and NBAR final design approval will ensure that the project would have a less than significant impact on aesthetics/visual resources.

Cumulative Impacts: The implementation of the project is not anticipated to result in any substantial change in the aesthetic character of the area since the development is visually compatible with its surroundings. Thus, the project would not cause a cumulatively considerable effect on aesthetics.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project’s aesthetic impacts to a less than significant level:

1. **Aest-04 BAR Required.** The Owner/Applicant shall obtain Board of Architectural Review (BAR) approval for project design. All project elements (e.g., design, scale, character, colors, materials and landscaping shall be compatible with vicinity development and shall conform in all

respects to BAR approval of 16BAR-00000-00009. **TIMING:** The Owner/Applicant shall submit architectural drawings of the project for review and shall obtain final BAR approval prior to issuance of Zoning Clearance. Grading plans, if required, shall be submitted to P&D concurrent with or prior to BAR plan filing. **MONITORING:** The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that the project has been built consistent with approved BAR design and landscape plans prior to Final Building Inspection Clearance.

2. **Aest-10 Lighting.** The Owner/Applicant shall ensure any exterior night lighting installed on the project site is of low intensity, low glare design, minimum height, and shall be hooded to direct light downward onto the subject lot and prevent spill-over onto adjacent lots. **PLAN REQUIREMENTS:** The Owner/Applicant shall develop a Lighting Plan for BAR approval incorporating these requirements and showing locations and height of all exterior lighting fixtures with arrows showing the direction of light being cast by each fixture. **TIMING:** Lighting shall be installed in compliance with this measure prior to Final Building Inspection Clearance. **MONITORING:** P&D and BAR shall review a Lighting Plan for compliance with this measure prior to approval of Zoning Clearance for structures. P&D Permit Compliance staff shall inspect structures upon completion to ensure that exterior lighting fixtures have been installed consistent with their depiction on the final Lighting Plan.

With the incorporation of these measures, residual impacts would be less than significant.

4.2 AGRICULTURAL RESOURCES

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|---|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs? | | | | X | |
| b. An effect upon any unique or other farmland of State or Local Importance? | | | | X | |

The project site does not contain a combination of acreage and/or soils which render the site an important agricultural resource. The site does not adjoin and/or will not impact any neighboring agricultural operations including the existing agricultural operations located on the west side of State Route 135.

Mitigation and Residual Impact: No impacts are identified. No mitigations are necessary.

4.3a AIR QUALITY

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)? | | | X | | |
| b. The creation of objectionable smoke, ash or odors? | | | X | | |
| c. Extensive dust generation? | | X | | | |

Existing Setting: The proposed project site is located within the South Central Coast air basin, a federal and state non-attainment area for particulate matter (PM₁₀). The Santa Barbara County Air Pollution Control District (APCD) operates ambient air monitoring stations that measure pollutant concentrations throughout Santa Barbara County. The nearest monitoring station to the project site is the Santa Maria station. Reactive organic compounds (ROC) and nitrogen oxides (NO_x) which are precursors to ozone, are considered to be non-attainment pollutants. The major sources of ozone precursor emissions in the County are motor vehicles, the petroleum industry, and solvent use. Sources of PM₁₀ include grading, road dust, and vehicle exhaust. The nearest gas stations are located within 2 miles of the project site, including four gas stations. One gas station is located at Santa Maria Way and Bradley Road, two are located at Clark Avenue and Bradley Road, and one is located at Clark Avenue and Broadway Street. Nearby sensitive receptors include single family residences south, east, and northeast of the project site. Lakeview Junior High School is located approximately 500 feet south of the project site.

County Environmental Thresholds: Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (as revised in February 2018) addresses the subject of air quality. The thresholds provide that a proposed project will not have a significant impact on air quality if operation of the project will:

- emit (from all project sources, mobile and stationary), less than the daily trigger for offsets for any pollutant (currently 55 pounds per day for NO_x and ROC, and 80 pounds per day for PM₁₀);
- emit less than 25 pounds per day of oxides of nitrogen (NO_x) or reactive organic compounds (ROC) from motor vehicle trips only;
- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and
- be consistent with the adopted federal and state Air Quality Plans.

The County's Grading Ordinance requires standard dust control conditions for all projects involving grading activities. Similarly, Santa Barbara County Air Pollution Control District standard measures apply to all air pollutants emitted during the construction process. Long-term/operational emissions thresholds have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, and chemical or industrial processing operations that release pollutants).

Impact Discussion:

(a-b) Less than significant impact: Short-Term Construction Impacts. Project-related construction activities would require grading, in the amount of 440 cubic yards of cut and 430 cubic yards of fill, that has been minimized to the extent possible under the circumstances. Earth moving operations at the project site would result in **less than significant** project-specific short-term emissions of fugitive dust and PM₁₀, with the implementation of standard dust control measures that are required for all new development in the County.

Emissions of ozone precursors (NO_x and ROC) during project construction would result primarily from the on-site use of heavy earthmoving equipment. Due to the limited period of time that grading activities would occur on the project site, construction-related emissions of NO_x and ROC would not be significant on a project-specific or cumulative basis. However, due to the non-attainment status of the air basin for ozone, the project should implement measures recommended by the APCD to reduce construction-related emissions of ozone precursors to the extent feasible. Compliance with these measures is required for all new development in the County.

The project could produce objectionable odors, which would result from volatile organic compounds, ammonia, carbon dioxide, hydrogen sulfide, methane, alcohols, aldehydes, amines, carbonyls, esters,

disulfides dust, and endotoxins from the construction and operational phases. However, these substances, if present at all, are anticipated to occur only in trace amounts (less than 1 µg/m³). The project may also generate odors from heavy construction equipment, loading, and trash receptacles. The project would not result in short-term significant air quality impacts to the nearby single family residences or Lakeview Junior High School. Air quality impacts due to short-term operational pollutant emissions would be **less than significant**.

Long-Term Operation Emissions. Long-term emissions are estimated using the CalEEMod computer model program. The most applicable land use category from the CalEEMod criteria tables is “convenience market with gas pumps”. The project consists of a 5,054-square foot convenience market with four pumps and eight fueling stations. CalEEMod does not quantify the operational stationary source emissions from the storage tanks and fueling equipment.

CalEEMod does quantify mobile source emissions (e.g., trip visits by patrons). According to the Traffic and Circulation Study (B&T Service Station Contractors, March 14, 2017) prepared for the proposed project, 792 Average Daily Trips (ADT) would result from project-generated traffic. For further details regarding estimated vehicle trips and related impacts, see Section 4.14 Transportation/Circulation below. Based on the projected 792 ADT generated by the proposed fueling center and convenience store, the project would generate an estimated 9.09 lbs/day Reactive Organic Gases (ROG) and 22.53 lbs/day NO_x. ROG and benzene emissions are released in four processes at a gas station facility:

- 1) Loading emissions occur at the P/V Valve during gasoline delivery to the tanks;
- 2) Breathing emissions occur at the P/V Valve due to changes in temperature and the volume of tank;
- 3) Refueling emissions occur at the vehicle’s tank that is being refueled; and
- 4) Spillage emissions occur on the ground at the dispenser from the nozzle.

These estimated emissions do not exceed the County’s threshold standard of 25 pounds per day for ROG or NO_x or 55 lbs/day of total project emissions. Therefore, the project would not result in significant air quality impacts to the nearby single family residences or Lakeview Junior High School. Air quality impacts due to long-term operational pollutant emissions would be **less than significant**.

(c) Less than significant impact with mitigation: Grading activities during construction have the potential to generate fugitive dust, particularly on windy days. The proposed project would require approximately 440 cu. yd. cut, and 430 cu. yd. fill in order to prepare the site for the construction of subsurface facilities and structural foundations. Based on the anticipated grading activities, the project could potentially generate extensive dust impacts without mitigation. Implementation of the County’s standard dust control measures during grading and construction activities would mitigate potential dust generation to **less than significant levels**.

Cumulative Impacts: The County’s Environmental Thresholds were developed, in part, to define the point at which a project’s contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the significance criteria for air quality. Therefore, the project’s contribution to regionally significant air pollutant emissions is not cumulatively considerable, and its cumulative effect is less than significant (Class III).

Mitigation and Residual Impact:

The following mitigation measures would reduce the project’s air quality impacts to a less than significant level:

1. **Air-01 Dust Control.** The Owner/Applicant shall comply with the following dust control components at all times including weekends and holidays:

- a. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
- b. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.
- c. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.
- d. Wet down the construction area after work is completed for the day and whenever wind exceeds 15 mph.
- e. When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays.
- f. Order increased watering as necessary to prevent transport of dust off-site.
- g. Cover soil stockpiled for more than two days or treat with soil binders to prevent dust generation. Reapply as needed.
- h. If the site is graded and left undeveloped for over four weeks, the Owner/Applicant shall immediately: (i) Seed and water to re-vegetate graded areas; and/or (ii) Spread soil binders; and/or; (iii) Employ any other method(s) deemed appropriate by P&D or APCD.

PLAN REQUIREMENTS: These dust control requirements shall be noted on all grading and building plans. **PRE-CONSTRUCTION REQUIREMENTS:** The contractor or builder shall provide P&D monitoring staff and APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to:

- a. Assure all dust control requirements are complied with including those covering weekends and holidays.
- b. Order increased watering as necessary to prevent transport of dust offsite.
- c. Attend the pre-construction meeting.

TIMING: The dust monitor shall be designated prior to 1ST GRADING PERMIT. The dust control components apply from the beginning of any grading or construction throughout all development activities until Final Building Inspection Clearance is issued AND LANDSCAPING IS SUCCESSFULLY INSTALLED. **MONITORING:** P&D processing planner shall ensure measures are on plans. P&D grading and building inspectors shall spot check; Grading and Building shall ensure compliance onsite. APCD inspectors shall respond to nuisance complaints.

4.3b AIR QUALITY - GREENHOUSE GAS EMISSIONS

| Greenhouse Gas Emissions - Will the project: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | X | | |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | | X | |

Existing Setting: Greenhouse gases (GHG) include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃) (California Health and Safety Code, § 38505(g)). These gases create a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as “the greenhouse effect,” human activities have accelerated the generation of GHG emissions above pre-industrial levels (U.S. Global Change Research Program 2018). The global mean surface temperature increased by approximately 1.8°F (1°C) in the past 80 years, and is likely to reach a 2.7°F (1.5°C) increase between 2030 and 2050 at current global emission rates (IPCC 2018).

The largest source of GHG emissions from human activities in the United States is from fossil fuel combustion for electricity, heat, and transportation. Specifically, the *Draft Inventory of U.S. Greenhouse Gasses and Sinks: 1990-2017* (U.S. Environmental Protection Agency 2017) states that the primary sources of GHG emissions from fossil fuel combustion in 2017 included electricity production (35%), transportation (36.5%), industry (27%), and commercial and residential end users (17-19%, respectively). Factoring in all sources of GHG emissions, the energy sector accounts for 84% of total emissions in addition to agricultural (8%), industrial processes (5.5%), and waste management (2%) sources. Regarding non-stationary sources of GHG emissions within Santa Barbara County specifically, the transportation sector produces 38% of the total emissions, followed by the building energy (28%), agriculture (14%), off-road equipment (11%), and solid waste (9%) sectors (County of Santa Barbara Long Range Planning Division 2018).

The overabundance of GHG in the atmosphere has led to a warming of the earth and has the potential to substantially change the earth's climate system. More frequent and intense weather and climate-related events are expected to damage infrastructure, ecosystems, and social systems across the United States (U.S. Global Change Research Program 2018). California's Central Coast, including Santa Barbara County, will be affected by changes in precipitation patterns, reduced foggy days, increased extreme heat days, exacerbated drought and wildfire conditions, and acceleration of sea level rise leading to increased coastal flooding and erosion (Langridge, Ruth 2018).

Global mean surface warming results from GHG emissions generated from many sources over time, rather than emissions generated by any one project (IPCC 2014). As defined in CEQA Guidelines Section 15355, and discussed in Section 15130, "'Cumulative impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Therefore, by definition, climate change under CEQA is a cumulative impact.

CEQA Guidelines Section 15064.4(b) states that a lead agency "should focus its analysis on the reasonably foreseeable incremental contribution of the project's [GHG] emissions to the effects of climate change." A project's individual contribution may appear small but may still be cumulatively considerable. Therefore, it is not appropriate to determine the significance of an individual project's GHG emissions by comparing against state, local, or global emission rates. Instead, the Governor's Office of Planning and Research recommends using an established or recommended threshold as one method of determining significance during CEQA analysis (OPR 2008, 2018).

The County of Santa Barbara's Final Environmental Impact Report for the Energy and Climate Action Plan (EIR) (PMC, 2015) and the *2016 Greenhouse Gas Emissions Inventory Update and Forecast* (County of Santa Barbara Long Range Planning Division, 2018) contain a detailed description of the proposed project's existing regional setting as it pertains to GHG emissions.

County Environmental Thresholds: CEQA Guidelines Section 15064.4(a) states "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project." CEQA Guidelines Section 15064.4(b) further states,

A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project...

The County of Santa Barbara does not have an adopted GHG emission significance threshold for sources other than industrial stationary sources. Therefore, significance thresholds from other California jurisdictions or agencies can be appropriately applied to land use projects within Santa Barbara County, as long as substantial evidence is provided to describe why the selected threshold is appropriate (CEQA Guidelines, § 15064.7(d)).

Santa Barbara County's Energy and Climate Action Plan (ECAP), adopted in 2015, is a GHG emission reduction plan. The County has been implementing the plan's emission reduction measures since 2016. However, the County is not projected to meet the 2020 GHG emission reduction goal contained within the plan, and the plan is going to be updated beginning in fiscal year 2019-2020. Therefore, at this time, a significance threshold is more appropriate for project-level GHG emission analysis, rather than tiering off the ECAP's Environmental Impact Report (EIR).

In June 2010, the Bay Area Air Quality Management District (BAAQMD) became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for GHG emissions. The BAAQMD threshold for Commercial and Residential land use projects is 1,100 Metric Ton (MT) CO₂e/yr. The Sacramento Metro Air Quality Management District (AQMD) has also established a threshold of 1,100 MT CO₂e/yr for Residential, Commercial, Retail, and Educational land use projects. Santa Barbara County land use patterns differ from those in the Bay Area as a whole, but Santa Barbara County is similar to certain Bay Area counties (particularly Sonoma, Solano, and Marin) and the Sacramento region in terms of population growth, land use patterns, and industry. Therefore, the methodologies used by BAAQMD and Sacramento AQMD to develop their GHG emission significance thresholds, as well as the thresholds themselves, have applicability to Santa Barbara County. Neither BAAQMD nor the Sacramento AQMD have thresholds of significance for construction emissions.

A lead agency may determine that a project's incremental contribution to an existing cumulatively significant issue, such as climate change, is not significant based on supporting facts and analysis [CEQA Guidelines Section 15130(a)(2)]. A project's contribution to a significant cumulative impact is rendered less than significant if the project is required to implement or fund its fair share of a mitigation measure designed to alleviate the cumulative impact [CEQA Guidelines Section 15130(a)(3)]. Such determinations must be based on the analysis in the environmental document with substantial evidence to demonstrate that the required mitigation represents the project's "fair-share" contribution towards alleviating the cumulative impact.

Applicability

- The selected threshold applies to the following GHG, per the California Health and Safety Code §38505(g), and any other gas that the California Air Resources Board recognizes as a GHG in the future: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). The County recognizes that environmental documents will primarily focus on the first three chemicals because the latter four are unlikely candidates to be associated with projects subject to this threshold.
- The threshold applies to GHG emissions that are not industrial stationary sources, but that are subject to discretionary approvals by the County, where the County is the CEQA lead agency.
- The threshold applies to both direct and indirect emissions of GHG, where protocols to support the calculation of such emissions are available.
 - Direct emissions encompass the project's complete operations, including GHG emitted from a location within California from all stationary and mobile sources, involved in the operation, including off-road equipment, as well as removal of trees and other vegetation.
 - Indirect emissions encompass GHG emissions that:
 - Provide the project with electricity, including generation and transmission;
 - Supply the project with water, including water treatment;

- Transport and treat solid and liquid waste produced from the project's operations and water to the project's operations and the emissions to transport and process solid.
- The threshold must account for construction-related emissions in the year that they occur.
- The threshold does not apply to GHG that are emitted throughout the life cycle of products that a project may produce or consume, except as identified above as a project's indirect emissions.

Quantification of Greenhouse Gas Emissions

- The environmental document shall disclose a project's total GHG emissions by quantifying individual GHGs and then converting the project's total emissions to metric tons of carbon dioxide equivalent per year (MTCO₂e/year), based on the global warming potential of each gas.
- Renewable energy projects, such as solar and wind projects, may be credited for GHG emissions that would otherwise be emitted by natural gas-fueled electrical generation, based on consistency with California GHG reduction strategies to increase statewide reliance on renewable energy.

Projects found to result in a significant cumulative impact would be required to reduce their greenhouse gas emissions to the applicable threshold, where feasible, through onsite reductions and/or offsite reduction programs approved by the County.

Impact Discussion:

(a) Less than significant impact: Analysis using CalEEMod v.2016.3.2 of the project concludes that total annual greenhouse gas emissions for the project would be 1,026.47 MTCO₂e/year. These emissions include operation of the project and forecast trip generation as well as the GHG emissions from project construction. Project construction activities would generate approximately 72.33 MTCO₂e. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions. Construction GHG emissions have been amortized and would result in 2.41 MTCO₂e/yr. Therefore, the project's emissions would not exceed the BAAQMD and Sacramento AQMD threshold of 1,100 MTCO₂e/year, and the impact would be **less than significant**.

(b) No Impact: The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Cumulative Impacts: The proposed project's total greenhouse gas emissions would be less than the applicable threshold. Therefore, the project's incremental contribution to a cumulative effect is not cumulatively considerable and the project's greenhouse gas emissions will not have a significant impact on the environment.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be less than significant.

References:

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County of Santa Barbara Long Range Planning Division, *2016 Greenhouse Gas Emissions Inventory Update and Forecast*, June 2018.

County of Santa Barbara Planning and Development, *Environmental Thresholds and Guidelines Manual*, October 2008 (Revised July 2015).

Governor's Office of Planning and Research (OPR), *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, June 2008.

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Intergovernmental Panel on Climate Change (IPCC), *Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II, and III to the Fifth Assessment report of the Intergovernmental Panel on Climate Change* [Core Writing Team, R.K. Pachauri and L.A. Mayer (eds.)]. IPCC, Geneva, Switzerland, 151 pp.

IPCC 2018, *Special Report: Global Warming of 1.5°C, Summary for Policymakers*. IPCC, Geneva, Switzerland, 32 pp.

Langridge, Ruth (University of California, Santa Cruz). *California's Fourth Climate Change Assessment, Central Coast Summary Report*, September 2018.

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U.S. Environmental Protection Agency, *Draft Inventory of U.S. Greenhouse Gasses and Sinks: 1990-2017*, February 2017.

U.S. Global Change Research Program, *Fourth National Climate Assessment, Volume II: Impacts, Risks, and Adaptation in the United States*, 2018.

4.4 BIOLOGICAL RESOURCES

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| Flora | | | | | |
| a. A loss or disturbance to a unique, rare or threatened plant community? | | | | X | |
| b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants? | | | | X | |
| c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)? | | | | X | |
| d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value? | | | | X | |
| e. The loss of healthy native specimen trees? | | | | X | |
| f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat? | | | | X | |
| Fauna | | | | | |

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals? | | | | X | |
| h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)? | | | | X | |
| i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)? | | | | X | |
| j. Introduction of barriers to movement of any resident or migratory fish or wildlife species? | | | | X | |
| k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife? | | | | X | |

Existing Setting: The parcel has been previously disturbed. Past permitted uses include a dairy from 1961-1968, a gas station from 1968-1995, and temporary Christmas tree sales between 2000-2018. The parcel is currently vacant. No native vegetation or related habitat exists on the parcel.

County Environmental Thresholds: Santa Barbara County’s Environmental Thresholds and Guidelines Manual (Rev. 2018) includes guidelines for the assessment of biological resource impacts. None of the thresholds are applicable to this project.

Impact Discussion:

No natural plant communities or habitats exist on the site and no sensitive wildlife species are known to inhabit the premises or use the site for breeding or foraging. As a result, no impacts to biological resources are anticipated.

Mitigation and Residual Impact¹: No impacts are identified. No mitigation is necessary.

4.5 CULTURAL RESOURCES

| Will the proposal: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|---|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Cause a substantial adverse change in the significance of any object, building, structure, area, place, record, or manuscript that qualifies as a historical resource as defined in CEQA Section 15064.5? | | | | X | |
| b. Cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource pursuant to CEQA Section 15064.5? | | | | X | |
| c. Disturb any human remains, including those located outside of formal cemeteries? | | | | X | |

¹ May require payment of fees to the California Department of Fish and Game

| Will the proposal: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| <p>d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p> <p>2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p> | | | | X | |

Existing Setting: No known archaeological resources exist on site. The parcel has been previously disturbed. Past permitted uses include a dairy from 1961-1968, a gas station from 1968-1995, and temporary Christmas tree sales between 2000-2018. The parcel is currently vacant. On January 28, 2019, a formal notice of application completeness for the proposed project was sent to Julie Tumamait-Stenslie, Chair, Barbareno/Ventureno Band of Mission Indians. The notice provided notification of the opportunity for consultation under AB 52 and included a description of the proposed project. No reply was received, and no tribal cultural resources (TCRs) were identified on the subject parcel.

County Environmental Thresholds: Chapter 8 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008, revised February 27, 2018) contains guidelines for the identification, significance evaluation, and mitigation of impacts to cultural resources, including archaeological, historic, and tribal cultural resources. In accordance with the requirements of CEQA, these guidelines specify that if a resource cannot be avoided, it must be evaluated for importance under specific CEQA criteria. CEQA Section 15064.5(a)(3)A-D contains the criteria for evaluating the importance of archaeological and historic resources. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the significance criteria for listing in the California Register of Historical Resources: (A) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history. The resource also must possess integrity of at least some of the following: location, design, setting, materials, workmanship, feeling, and association. For archaeological resources, the criterion usually applied is (D).

CEQA calls cultural resources that meet these criteria “historical resources”. Specifically, a “historical resource” is a cultural resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources, or included in or eligible for inclusion in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1. As such, any cultural resource that is evaluated as significant under CEQA criteria, whether it is an archaeological resource of historic or prehistoric age, a historic built environment resource, or a tribal cultural resource, is termed a “historical resource”.

CEQA Guidelines Section 15064.5(b) states that “a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” As defined in CEQA Guidelines Section 15064.5(b), substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project: (1) demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; (2) demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources; or (3) demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

For the built environment, a project that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer 1995), is generally considered as mitigated to a less than a significant impact level on the historical resource.

Impact Discussion:

(a, b, c, d) No impact: As discussed above, no cultural resources were identified within or adjacent to the project area. As a result, the proposed project would not cause a substantial adverse change in the significance of any historical resource, cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource, disturb any human remains, or cause a substantial adverse change in the significance of a tribal cultural resource. In order to comply with cultural resource policies, the development project would be conditioned with a standard archaeological discovery clause which requires that any previously unidentified cultural resources discovered during site development are treated in accordance with the County’s Cultural Resources Guidelines [Chapter 8 of the County’s Environmental Thresholds and Guidelines Manual (rev.2/2018)]. Impacts would be less than significant.

Cumulative Impacts: Since the project would not significantly impact cultural resources, it would not have a cumulatively considerable effect on the County’s cultural resources with implementation of the mitigation measures described below.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be less than significant.

4.6 ENERGY

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|---|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Substantial increase in demand, especially during peak periods, upon existing sources of energy? | | | X | | |
| b. Requirement for the development or extension of new sources of energy? | | | X | | |

Existing Setting: The subject parcel is vacant. Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the unincorporated areas of Santa Barbara County.

County Environmental Thresholds: The County has not identified significance thresholds for electrical and/or natural gas service impacts (Thresholds and Guidelines Manual). California Building Code requires that new construction include energy efficiency measures.

Impact Discussion:

(a, b) Less than significant impact: The proposed project would create additional commercial development, which would incrementally contribute to cumulative energy demand. The scale of the project is not large enough to significantly affect regional energy demand or require the development of new energy sources. Therefore, impacts would be **less than significant**.

Cumulative Impacts: The project's contribution to the regionally significant demand for energy is not considerable, and is therefore less than significant.

Mitigation and Residual Impact:

No mitigation is required. Residual impacts would be less than significant.

4.7 FIRE PROTECTION

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Introduction of development into an existing high fire hazard area? | | | | X | |
| b. Project-caused high fire hazard? | | X | | | |
| c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting? | | | X | | |
| d. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas? | | | | X | |
| e. Development of structures beyond safe Fire Dept. response time? | | | | X | |

Existing Setting: The project is located within the South Wye residential neighborhood which is developed with a variety of residential uses, retail and service commercial, and schools (Righetti High, Lakeview Junior High and Alice Shaw Elementary). The existing built environment includes water infrastructure including fire hydrants. The site is an established suburban area with access from several public streets.

The Santa Barbara County Fire Department provides fire protection for the Orcutt area with mutual aid from the City of Santa Maria. The proposed project would be served by County Fire Station #21, which is located within the 5 minute response time. The City of Santa Maria Fire Department operates six (6) stations staffed with full-time professional fire fighters. The closest station which could provide mutual aid to the subject parcel is Station 3 located on Carmen Lane.

County Environmental Thresholds: The following County Fire Department standards are applied in evaluating impacts associated with the proposed development:

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4000 persons (generally 1 engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately 5-6 minutes.
- Water supply thresholds include a requirement for 750 gpm at 20 psi for all single family dwellings.
- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through hand held line) meets state and national standards assuming a 5,000 square foot structure. Therefore, in any portion of the Fire Department's response area, all structures over 5,000 square feet are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.
- Access road standards include a minimum width (depending on number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii and road grade must meet minimum Fire Department standards based on project type.
- Two means of egress may be needed and access must not be impeded by fire, flood, or earthquake. A potentially significant impact could occur in the event any of these standards is not adequately met.

Impact Discussion:

(a-d) Less than significant impact: Located in an accessible urbanized area with existing water infrastructure and fire services, the project will not create a significant fire hazard impacts including fire response and prevention. The proposed project would be served by Fire Station #21 which is located within the 5 minute response time. Compliance with the County Fire Department standards will ensure that the proposed project does not create a significant impact on fire services in the planning area. To ensure compliance with County Fire Standards, the Santa Barbara County Fire Department reviewed the proposed project and issued a fire standards/requirements letter dated February 13, 2018. Those requirements include the planning and installation of fire hydrants on the property, the installation of an automatic fire sprinkler system and payment of development impact fees for fire services. Adherence to Fire Department requirements would ensure that project impacts are **less than significant**.

Cumulative Impacts: Since the project would not create significant fire hazards, it would not have a cumulatively considerable effect on fire safety within the County.

Mitigation and Residual Impact:

1. **Special Condition. Fire Department Requirements.** The applicant shall adhere to the requirements of the Santa Barbara County Fire Department. **TIMING:** The applicant shall adhere to all timing specified in the Santa Barbara County Fire Department Condition Letter, dated February 13, 2018, or as otherwise specified by the Fire Department. **MONITORING:** P&D staff and Fire Department staff shall ensure compliance throughout grading and construction phases.

4.8 GEOLOGIC PROCESSES

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards? | | | X | | |
| b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading? | | X | | | |
| c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise? | | | | X | |
| d. The destruction, covering or modification of any unique geologic, paleontologic or physical features? | | | | X | |
| e. Any increase in wind or water erosion of soils, either on or off the site? | | X | | | |
| f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake? | | | | X | |
| g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent? | | | | X | |
| h. Extraction of mineral or ore? | | | | X | |
| i. Excessive grading on slopes of over 20%? | | | | X | |
| j. Sand or gravel removal or loss of topsoil? | | | X | | |
| k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas? | | | X | | |
| l. Excessive spoils, tailings or over-burden? | | | X | | |

Existing Setting: The project site is characterized by BmC Betteravia loamy sand and has a land capability classification of 4 (severe limitations that restrict the choice of plants or require very careful management, or both) ("Land Capability Classification" USDA www.nrcd.org). The parcel is relatively flat with slopes within the proposed development area ranging from 0% to 2%. The site is 285 ft. above sea level. The Santa Maria area has a liquefaction problem rating of 2 – moderate (Santa Barbara County Seismic and Safety Element).

County Environmental Thresholds: Pursuant to the County's Adopted Thresholds and Guidelines Manual, impacts related to geological resources may have the potential to be significant if the proposed project involves any of the following characteristics:

1. The project site or any part of the project is located on land having substantial geologic constraints, as determined by P&D or PWD. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development.
2. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.

3. The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.
4. The project is located on slopes exceeding 20% grade.

Impact Discussion:

(a, j-l) Less than significant impact: The project site is not underlain by any known fault, according the United States Geological Service (USGS) Interactive Fault Map. Compliance with existing building regulations would reduce potential ground shaking impacts caused by movement along a distant fault to a less than significant level. The parcel is relatively flat with slopes within the proposed development area ranging from 0% to 2%.

Liquefaction potential in the area is moderate (Santa Barbara County Seismic and Safety Element). Any potential for expansive soils would be alleviated by the use of non-expansive engineered fill. Limited construction-related vibrations would occur due to the heavy equipment operations during grading and construction. All soils-related hazards would be rendered **less than significant** through the normal building permit review and inspection process.

(b, e) Less than significant impact with mitigation: Grading for the project would include 440 cy. of cut and 430 cy. of fill, which would have negligible impacts on the environment. Grading operations that would occur on the project site would remove vegetative cover and disturb the ground surface, thereby increasing the potential for erosion and sedimentation impacts. However, the potential for the project to cause substantial erosion and sediment transport would be adequately mitigated by the County's standard erosion control and drainage requirements. Implementation of Mitigation Measure No. 1 below would ensure that impacts would be **less than significant**.

(c, d, f-i) No impact: There are no unique geological features located on the project site, and the project would not utilize septic systems. The project would connect to the existing sanitary sewer system that runs east-west underneath the property. The project would not involve mining or the loss of topsoil.

Cumulative Impacts: Since the project would not result in significant geologic impacts after mitigation, and geologic impacts are typically localized in nature, it would not have a cumulatively considerable effect on geologic hazards within the County.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's geologic impacts to a less than significant level:

1. **Geo-2 Erosion and Sediment Control Plan.** Where required by the latest edition of the California Green Code and/or Chapter 14 of the Santa Barbara County Code, a Storm Water Pollution Prevention Plan (SWPPP), Storm Water Management Plan (SWMP) and/or an Erosion and Sediment Control Plan (ESCP) shall be implemented as part of the project. Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The Owner/Applicant shall submit the SWPPP, SWMP or ESCP) using Best Management Practices (BMP) designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The SWPPP or ESCP shall be a part of the Grading Plan submittal and will be reviewed for its technical merits by P&D. Information on Erosion Control requirements can be found on the County web site re: Grading Ordinance Chapter 14

(<http://sbcountyplanning.org/building/grading.cfm>) refer to Erosion and Sediment Control Plan Requirements; and in the California Green Code for SWPPP (projects < 1 acre) and/or SWMP requirements. **PLAN REQUIREMENTS:** The grading and SWPPP, SWMP and/or ESCP shall be submitted for review and approved by P&D prior to approval of land use clearances. The plan shall be designed to address erosion, sediment and pollution control during all phases of development of the site until all disturbed areas are permanently stabilized. **TIMING:** The SWPPP requirements shall be implemented prior to the commencement of grading and throughout the year. The ESCP/SWMP requirements shall be implemented between November 1st and April 15th of each year, except pollution control measures shall be implemented year round. **MONITORING:** P&D staff shall perform site inspections throughout the construction phase.

With the incorporation of this measure, residual impacts would be less than significant.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)? | | X | | | |
| b. The use, storage or distribution of hazardous or toxic materials? | | X | | | |
| c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions? | | X | | | |
| d. Possible interference with an emergency response plan or an emergency evacuation plan? | | | | X | |
| e. The creation of a potential public health hazard? | | X | | | |
| f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)? | | | | X | |
| g. Exposure to hazards from oil or gas pipelines or oil well facilities? | | | | X | |
| h. The contamination of a public water supply? | | | | X | |

Existing Setting: The property is a formerly Mobil brand service station that was completely abandoned in March 1999. During the abandonment, all the former fueling facilities were removed. Soil samples were collected below the former facilities, and hydrocarbon-containing soil was encountered on the western side of the gasoline UST pit at 15 feet below ground surface (bgs). The residual hydrocarbon-containing soil was over-excavated on March 8, 1999 to depths of 17 to 18 feet bgs. This removed the majority of the impacted soils. Approximately 190 cubic yards of hydrocarbon-containing soil was removed and disposed of off-site. The excavation was backfilled with pea gravel and clean fill sand. Santa Barbara County Fire Department developed a Leaking Underground Fuel Tank (LUFT) Case Closure Summary on June 6, 2005 (Attachment 5). The report concludes that hydrocarbon-containing soil remains in place below the northern and western edges of the former UST pit at depths between 10 to 35 feet bgs (designated on page 9 of the attached Case Closure Summary document). The Case Closure Summary indicates that the reason for leaving the contaminated soil in place was because the amount of contaminated soil was minimal at a total of 14.53 lbs, or 4 gallons of gasoline.

County Environmental Threshold: The County's safety threshold addresses involuntary public exposure from projects involving significant quantities of hazardous materials. The threshold addresses the likelihood and severity of potential accidents to determine whether the safety risks of a project exceed significant levels.

Impact Discussion:

(a-c, e) Less than significant impact with mitigation: As described above, a Mobil brand service station existed on the project site previously and was abandoned in 1999. Hydrocarbon-containing soil remains in place below the northern and western edges of the former UST pit at depths between 10 to 35 feet bgs. As part of the proposed project, new underground fuel storage tanks are proposed in the northwestern portion of the parcel. With the implementation of Mitigation Measure No. 1 below, impacts related to the past uses on the site would be **less than significant**.

The project would include the use, storage, and distribution of gasoline. Fuel would be stored onsite in proposed underground fuel storage tanks. Fuel would be delivered to the site by trucks that would follow a route off of Highway 101 at East Union Valley Parkway, north on State Route 135, and the site via Lakeview Road. Fuel distribution trucks would leave the site by turning right out of the Orcutt Road driveway and turning right onto Lakeview Road or by simply turning right onto Lakeview Road out of the Lakeview Road driveway. Trucks would get back onto Highway 101 via Santa Maria Way. The truck route would not normally include the Orcutt Road segment on which the nearby Lakeview Junior High School is located. In the event of an accident or upset conditions, there would be risk of an explosion or the release of gasoline. The proposed project has been reviewed by the Santa Barbara County Fire Department, Environmental Health Services (EHS), and Air Pollution Control District (APCD). Each department has applied conditions to the project which would mitigate impacts associated with hazardous materials and public health risks. Implementation of Mitigation Measure No. 2 would ensure that impacts from the use, storage, or distribution of hazardous or toxic materials, and risk of explosion would be less than significant.

(d, f-g) No impact: The project would not interfere with an emergency response plan or have any impacts on public safety hazards, exposure to hazards from oil or gas pipelines or oil facilities, or contaminate a water supply.

Cumulative Impacts:

Since the project would not create significant impacts with respect to hazardous materials and/or risk of upset, it would not have a cumulatively considerable effect on safety within the County.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's effects regarding hazardous materials and/or risk of upset to a less than significant level:

1. **Special Condition. Hazardous Materials/Risk of Upset. Soil Testing.** Prior to disturbance of the hydrocarbon-containing areas along the northern and western edges of the former UST pit site, soils shall be tested for contamination. If contamination is still present, the Owner/Applicant shall notify Santa Barbara County Environmental Health Services and Santa Barbara County Fire Department. **PLAN REQUIREMENTS:** Condition requirements shall be noted on all grading and building plans. **TIMING:** All testing and notification requirements shall be implemented prior to land use permit approval. **MONITORING:** P&D staff shall perform site inspections throughout the grading and construction phases.

2. **Special Condition. Hazardous Materials/Risk of Upset. Plan Requirements.** The project shall adhere to all applicable requirements from the Air Pollution Control District (APCD), Environmental Health Services (EHS), and Fire Department. . **TIMING:** All requirements shall be in place prior to zoning clearance issuance or at a time otherwise stated in the respective department condition letters. **MONITORING:** P&D staff, APCD staff, EHS staff, and Fire Department staff shall ensure compliance throughout grading and construction phases

With the incorporation of these measures, residual impacts would be less than significant.

4.10 LAND USE

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|---|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Structures and/or land use incompatible with existing land use? | | X | | | |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | | X | | | |
| c. The induction of substantial growth or concentration of population? | | | X | | |
| d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project? | | | X | | |
| e. Loss of existing affordable dwellings through demolition, conversion or removal? | | | | X | |
| f. Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | | X | |
| g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | | X | |
| h. The loss of a substantial amount of open space? | | | | X | |
| i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.) | | | | X | |
| j. Conflicts with adopted airport safety zones? | | | | X | |

Existing Setting: The project site is located in the South Wye neighborhood in the Orcutt urban area. The subject parcel is bounded by Lakeview Road to the north, Single Family Residential (15-R-1 3.3 du/ac) to the east and south, and Orcutt Road to the west. Lakeview Junior High School is located 500 ft. south of the project parcel. Retail Commercial (C-2) uses exist to the north of the site and agricultural and

commercial uses in the City of Santa Maria exist to the west. The project parcel is currently vacant, is located in the CN zone district, and has a Comprehensive Plan designation of Neighborhood Commercial. The property is governed by the regulations of the County Comprehensive Plan, including the Orcutt Community Plan, and the Land Use and Development Code.

County Environmental Thresholds: The Thresholds and Guidelines Manual contains no specific thresholds for land use. Generally, a potentially significant impact can occur if a project would result in substantial growth inducing effects or result in a physical change in conflict with County policies adopted for the purpose of avoiding or mitigating an environmental effect. Land uses impacts can occur if a project would result in incompatible uses such as intensive commercial being located next to sensitive land uses such as residential or hospital.

Impact Discussion:

(a, b) Less than significant impact with mitigation. The proposed service station and commercial building project is an allowed use within the CN zone district with the approval of a Development Plan and Minor Conditional Use Permit. As discussed in greater detail in Section 4.1, Aesthetic/Visual Resources above, the proposed project is potentially compatible with the character of the surrounding neighborhood. Mitigation measures have been identified in Section 4.1 to require Board of Architectural Review approval. The project site is located within the Orcutt Community Planning area and is therefore subject to applicable goals, policies, and development standards included in the Orcutt Community Plan (OCP). Specifically, DevStd LUC-O-5.2, DevStd LUC-O-5.3, DevStd CIRC-O-11, DevStd Wat-O-2.2, DevStd NSE-O-2.1, DevStd NSE-O.2.2, DevStd VIS-O-2.1, DevStd VIS-O-3.1, DevStd VIS-O-3.3, DevStd VIS-O-3.4, and DevStd VIS-O-6.3 would apply to the proposed project. For further detail on select policies, please see Section 9.0 and the OCP. Impacts due to potential conflicts with land use plans would be **less than significant** with the inclusion of mitigation measures identified in Sections 4.1 Aesthetics/Visual Resources, 4.11 Noise, 4.14 Transportation/Circulation, 4.14 Water Resources/Flooding.

(c, d) Less than significant impact. No road or sewer extensions that could induce growth are required to achieve the proposed project. The proposed project would provide Orcutt with a new service station and convenience store. Therefore, impacts due to growth inducement would be **less than significant**.

(e-j) No impact: The project would not impact housing, open space, or airport safety zones.

Cumulative Impacts:

The implementation of the project is not anticipated to result in any substantial change to the site’s conformance with environmentally protective policies and standards or have significant growth inducing effects. Thus, the project would not cause a cumulatively considerable effect on land use.

Mitigation and Residual Impact: No mitigation measures are required. Residual impacts would be less than significant.

4.11 NOISE

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)? | | X | | | |
| b. Short-term exposure of people to noise levels exceeding County thresholds? | | X | | | |

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)? | | | X | | |

Existing Setting: The proposed project site is located within 70-74 dB(A), 65-69 dB(A), and 60-64 dB(A) noise contours due to the proximity to Lakeview Road and Highway 135. Surrounding noise-sensitive uses consist of single family residences to the south and east of the project site. An existing 6 ft. tall CMU wall is located along the east and south property lines. The CMU wall steps down to 4 ft. tall for the western-most 15 ft. long segment of wall along the south property line.

County Environmental Thresholds: Noise is generally defined as unwanted or objectionable sound which is measured on a logarithmic scale and expressed in decibels (dB(A)). The duration of noise and the time period at which it occurs are important values in determining impacts on noise-sensitive land uses. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (L_{dn}) are noise indices which account for differences in intrusiveness between day- and night-time uses. County noise thresholds are: 1) 65 dB(A) CNEL maximum for exterior exposure, and 2) 45 dB(A) CNEL maximum for interior exposure of noise-sensitive uses. Noise-sensitive land uses include: residential dwellings; transient lodging; hospitals and other long-term care facilities; public or private educational facilities; libraries, churches; and places of public assembly.

Applicable Orcutt Community Plan (OCP) Development Standards: The proposed project is located within the OCP area. Policy NSE_0-2 states that “Construction noise in Orcutt shall be minimized during non-standard work hours”. As a result, the following OCP Development Standards relating to Noise apply to the project site. For further detail on select policies, please see Section 9.0 and the OCP.

- DevStd NSE-O-2.1 requires standard construction working hours for development activities.
- DevStd NSE-O-2.2 requires noise attention barriers, muffling of grading equipment and additional mitigation where construction equipment generates noise levels in excess of 95 dB(A).

Impact Discussion:

(a, b) Less than significant impact with mitigation: The proposed commercial uses are not identified as noise-sensitive land uses. The project site is on the corner of Lakeview Road and Highway 135, both of which have been identified in the OCP to produce decibel levels exceeding 65 dB(A). Surrounding land uses consist of single family residential to the south and the east, commercial to the north, and commercial and agricultural to the west. Long-term noise generated onsite would not: 1) exceed County thresholds, or 2) substantially increase ambient noise levels in adjoining areas. Noise sensitive uses on the proposed project site would not be exposed to or impacted by off-site noise levels exceeding County thresholds. No ancillary equipment such as vacuums or air pumps are proposed. The project includes new landscaping along the south and east property lines between the project site and the existing single family residences, which would slightly buffer project-related noise. The existing 6 ft. tall CMU wall located along the east and south property lines would attenuate noises from the proposed commercial uses. Noise generating equipment proposed as part of the commercial building could have potentially significant impacts on the adjacent residential uses. Therefore, a mitigation measure has been added below requiring the shielding of external noise-generating equipment which would reduce impacts resulting from long-term noise to **less than significant** levels. Short-term grading and construction operations have the potential to generate noise levels exceeding County threshold levels. Impacts would be **less than significant** with mitigation limiting noise generating construction hours from 7:00 a.m. to 4:00 p.m. on weekdays only. No noise generating construction activities would occur weekends or State holidays.

(c) Less than significant impact: The project site area includes ambient noise levels between 60-74 dB(A). No ancillary equipment such as vacuums or air pumps are proposed as part of the project. Project-generated noise from the proposed service station and commercial building would result in a **less than significant** increase in ambient

noise considering the existing noise from Orcutt Road, Highway 135, Lakeview Road, the Santa Maria Airport, and the surrounding commercial uses.

Cumulative Impacts:

The implementation of the project is not anticipated to result in any substantial noise effects. Therefore, the project would not contribute in a cumulatively considerable manner to noise impacts.

Mitigation and Residual Impact: The following mitigation measures would reduce the project’s noise effects to a less than significant level:

1. **Noise-02 Construction Hours.** The Owner /Applicant, including all contractors and subcontractors shall limit construction activity, including equipment maintenance and site preparation, to the hours between 7:00 a.m. and 4:00 p.m. Monday through Friday. No construction shall occur on weekends or State holidays. Non-noise generating interior construction activities such as plumbing, electrical, drywall and painting (which does not include the use of compressors, tile saws, or other noise-generating equipment) are not subject to these restrictions. Any subsequent amendment to the Comprehensive General Plan, applicable Community or Specific Plan, or Zoning Code noise standard upon which these construction hours are based shall supersede the hours stated herein. **PLAN REQUIREMENTS:** The Owner/Applicant shall provide and post a sign stating these restrictions at all construction site entries. **TIMING:** Signs shall be posted prior to commencement of construction and maintained throughout construction. **MONITORING:** The Owner/Applicant shall demonstrate that required signs are posted prior to grading/building permit issuance and pre-construction meeting. Building inspectors and permit compliance staff shall spot check and respond to complaints.

2. **Special Condition – Noise Shielding.** External noise-generating equipment associated with commercial uses (e.g., HVAC units, etc.) that are located adjacent to residential uses shall be shielded or enclosed with solid sound barriers. **PLAN REQUIREMENTS/TIMING:** An equipment area with appropriate acoustical shielding shall be designated on the building plans. Equipment and shielding shall remain in the designated location. **MONITORING:** P&D staff shall perform site inspections to ensure compliance.

With the incorporation of these measures, residual impacts would be less than significant.

4.12 PUBLIC FACILITIES

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. A need for new or altered police protection and/or health care services? | | | | X | |
| b. Student generation exceeding school capacity? | | | | X | |
| c. Significant amounts of solid waste or breach any national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)? | | | X | | |
| d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)? | | | X | | |
| e. The construction of new storm water drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | X | | |

Existing Setting: Police protection is provided by both the Santa Barbara County Sheriff Department (SBCSD) and the California Highway Patrol (CHP). The Santa Maria Valley Sheriff substation located at 812-A West Foster Road in Orcutt provides primary service to the Orcutt Area with backup from the CHP and the City of Santa Maria on an as needed basis. The SBCSD provides general police service to the area and the CHP enforces Vehicle Code and investigates traffic accidents. The service ratio standard for the County of Santa Barbara is one officer per 1,200 persons (Orcutt Community Plan). The Sheriff's substation uses 23 patrol officers and detectives to serve the Orcutt area. According to the Orcutt Community Plan, the current service ratio is one service officer per 1,434 persons. According to the OCP, police protection is currently not a problem within the Orcutt area.

The project is located within the Orcutt Union School District (OUSD) and the Santa Maria Joint Union High School District (SMJUHSD). There are approximately 5,000 students attending six (6) elementary schools, two junior high schools and one charter school in the OUSD ("Orcutt Union School District" www.orcuttschools.net/). SMJUHSD operates four (4) high schools with a total enrollment of approximately 7,800 students ("Santa Maria Joint Union High School District" www.smjuhsd.k12.ca.us/). Public schools in the project vicinity include Lakeview Junior High, Alice Shaw Elementary and Righetti High. One private high school (Saint Joseph High) is located at the southeast corner of Lakeview and Bradley Road.

Wastewater from the Orcutt area is collected, treated, and disposed of by the Laguna County Sanitation District (District). The project area is largely built out and there are adequate trunk lines to serve new development. According to the OCP Public Services Map, there is an existing sewer trunk line within Lakeview Road/Skyway Drive and S.R. 135.

County Environmental Thresholds: (Schools) A significant level of school impacts is generally considered to occur when a project would generate sufficient students to require an additional classroom space or other facilities.

(Solid Waste) A project is considered to result in significant impacts to landfill capacity if it would generate 196 tons per year of solid waste (operational). This volume represents 5% of the expected average annual increase in waste generation, and is therefore considered a significant portion of the remaining landfill capacity. In addition, construction and demolition waste from new construction, remodels and demolition/rebuilds is considered significant if it exceeds 350 tons. A project which generates between 40 and 196 tons per year of solid waste is considered to have an adverse **cumulative** effect on solid waste generation, and mitigation via a Solid Waste Management Plan is recommended.

The County does not have any adopted thresholds in regard to Sheriff or Police services.

Impact Discussion:

(a-b) No impact: The proposed project has no residential population and would not produce any significant increase in the need for police protection, emergency services and student population. The project could be accommodated by the Sheriff's Department and the existing health care system without a significant impact to public service levels. Therefore, there would be no impact to police protection, health care services, or generation of students exceeding school capacity.

(c-d): Less than significant impact: Using the estimated annual commercial waste generation rates identified in the County of Santa Barbara Environmental Thresholds and Guidelines Manual, the proposed project is expected to generate approximately 12.59 tons of solid waste per year (7,868 sq. ft. X 0.0016) and 98.35 tons of solid waste during construction (7,868 sq. ft. X 25). This amount is far below the County Threshold of 196 tons per year after reduction and recycling efforts and the threshold for construction and demolition waste of 350 tons. The project would utilize an existing sewer lateral which has already been reviewed and approved by Laguna Sanitation District. Stormwater would be directed into three proposed

detention basins located in the northeast corner, along the northern edge, and along the western edge of the lot. Therefore, the project’s impacts on public facilities would be less than significant.

Cumulative Impacts:

The County’s Environmental Thresholds were developed, in part, to define the point at which a project’s contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for public services. Therefore, the project’s contribution to the regionally significant demand for public services is not considerable, and is less than significant.

Mitigation and Residual Impact: No mitigation is required.

4.13 RECREATION

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Conflict with established recreational uses of the area? | | | | X | |
| b. Conflict with biking, equestrian and hiking trails? | | | | X | |
| c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)? | | | | X | |

Existing Setting:

Recreation facilities closest to the project site include Waller Regional Park, Lakeview Junior High School, and the YMCA in Orcutt. Bicycle amenities include Class II bike lanes on Orcutt and Lakeview Roads and a Class I bikeway and pedestrian trail located on the west side of State Route 135. There is a public sidewalk that runs east-west along the property frontage on Lakeview Road. The project site is not located on or near any established equestrian or hiking trails.

County Environmental Thresholds: The Thresholds and Guidelines Manual contains no threshold for park and recreation impacts. However, the Board of Supervisors has established a minimum standard ratio of 4.7 acres of recreation/open space per 1,000 people to meet the needs of a community. The Santa Barbara County Parks Department maintains more than 900 acres of parks and open spaces, as well as 84 miles of trails and coastal access easements.

Impact Discussion:

(a-c) No impact: The proposed project would not result in any population increase and would have no adverse impacts on the quality or quantity of existing recreational opportunities, either in the project vicinity or County-wide. No adverse impacts would result.

Mitigation and Residual Impact: No mitigation is required.

4.14 TRANSPORTATION/CIRCULATION

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|---|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system? | | X | | | |
| b. A need for private or public road maintenance, or need for new road(s)? | | | X | | |
| c. Effects on existing parking facilities, or demand for new parking? | | | X | | |
| d. Substantial impact upon existing transit systems (e.g. bus service) or alteration of present patterns of circulation or movement of people and/or goods? | | | X | | |
| e. Alteration to waterborne, rail or air traffic? | | | | X | |
| f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)? | | X | | | |
| g. Inadequate sight distance? | | | X | | |
| ingress/egress? | | X | | | |
| general road capacity? | | X | | | |
| emergency access? | | | X | | |
| h. Impacts to Congestion Management Plan system? | | X | | | |

Existing Setting:

Access to the site and surrounding properties is provided by S.R. 135 (Orcutt Expressway), Lakeview Road/Skyway Drive, Orcutt Road, Bradley Road and a network of local streets. Intersections in the project area are S.R. 135/Skyway Drive-Lakeview Road, Orcutt Road/Lakeview Road, S.R. 135/Foster Road, Lakeview Road/Bradley Road. The project site is located at the southeast corner of the Lakeview Road and Orcutt Road intersection. Approximately 120 feet west of the project site is the intersection of State Route 135 (SR 135 or Orcutt Expressway) and Skyway Drive, which turns into Lakeview Road on the east side of the intersection.

SR 135 provides north-south regional access through Santa Barbara County and the City of Santa Maria. SR 135 consists of divided and undivided sections with at-grade intersections and extends from SR 1 south of Orcutt to U.S. Highway 101 near the northern Santa Barbara County line. SR 135 is a 4-lane freeway from SR 1 to Foster Road and a 4-lane limited access expressway from Foster Road to Santa Maria Way. In the vicinity of the project site, SR 135 has a 4-lane divided section (2 lanes in each direction) with a 55-mph speed limit.

Lakeview Road is a 2-lane east-west arterial extending from Bradley Road to SR 135 (opposite of Skyway Drive) providing primary access to the Santa Maria Airport. The majority of Lakeview Road between SR 135 and Bradley Road has a single lane in each direction, with a posted speed limit of 40-mph. The short segment (approximately 50' ft.) between SR 135 and Orcutt Road has three westbound approach lanes, while the 200 ft. segment east of Orcutt Road has two westbound approach lanes (along the project site frontage). The section between Marvin Street and Hillview Road has a two-way left turn lane. Lakeview Road is a designated "Secondary 1" roadway in the Orcutt Community Plan (OCP), with Class II bike lanes between Orcutt Road and Bradley Road. There is a "Rectangular Rapid Flashing Beacon" (RRFB) provided for pedestrian access across Lakeview Road located just east of the project site. SMAT has a bus stop just east of Orcutt Road on the project frontage. Skyway Drive is a 4-lane

secondary arterial, with a 55-mph speed limit and Class II bike lanes west of SR 135 (opposite Lakeview Road).

Orcutt Road is a 2-lane north-south frontage road on the east side of SR 135. The north and southbound approaches at Lakeview Road are stop sign controlled. South of Lakeview Road, Orcutt Road has Class II bike lanes with a 45-mph speed limit. However, there is a 25-mph “school zone” speed limit for peak periods associated with the Lakeview Junior High School, located approximately 600 ft. south of project site. Santa María Area Transit (SMAT) has a bus stop on each side of Orcutt Road, just south of Lakeview Road.

A traffic and circulation study of the proposed project and local roadways was performed by Pinnacle Traffic Engineering (PTE) in March 2017. The project site and adjacent roadways were studied using Intersection Capacity Utilization (ICU) for signalized intersections and methodologies outlined in the 2010 Highway Capacity Manual (HCM) for unsignalized intersections. On September 5, 2018, PTE provided an “Updated Level of Service” Analysis and Tables at the request of the Santa Barbara County Public Works Transportation Division.

The acceptable capacity for a given roadway is based upon its roadway classification and the acceptable level of service for that roadway. The acceptable level of service for roadways and intersections in the Orcutt Planning Area is Level of Service C, with the exception of Foster Road/S.R. 135 intersection, S.R. 135/Skyway Drive-Lakeview Road intersection and Stillwell and Lakeview Roads where the minimum level of service is LOS D.

The following paragraphs discuss existing conditions of the roadways and intersections closest to the project site.

Service Levels. The ICU analysis indicates that peak hour operations at the SR 135/ Skyway Drive – Lakeview Road intersection are within acceptable limits (LOS C or better). However, the HCM analysis reports weighted average delays that exceed the County’s LOS threshold during the PM peak hour (LOS D). LOS analysis indicates that weighted average delays at Orcutt Road / Lakeview Road intersection are within LOS C range, but delays on the northbound approach (stop sign controlled) are within the LOS D range.

Table 1 - Existing Intersection LOS Analysis (Updated)

| Study Intersection | Peak Hour | Methodology - Geometric Scenario | | | |
|------------------------------------|-----------|----------------------------------|--------------|--------------------------|--------------|
| | | ICU - LOS | | HCM 2010 (Average Delay) | |
| | | 3-WB Ln. (a) | 2-WB Ln. (b) | 3-WB Ln. (a) | 2-WB Ln. (b) |
| SR 135 / Skyway Dr. - Lakeview Rd. | AM | 0.611 - B | 0.742 - C | 29.3 - C | 34.4 - C |
| | PM | 0.774 - C | 0.774 - C | 36.7 - D | 36.7 - D |
| Orcutt Rd. / Lakeview Rd. | AM | NA | | 16.3 - C | |
| | PM | NA | | 25.6 - D | |

(a) WB approach typically analyzed with 3 lanes (only 50’ section with 3 lanes)

(b) WB approach functions as 2 lane approach e/o Orcutt Rd. (under sat. conditions)

As specified by OCP Policy CIRC-O-3, the adopted minimum LOS for Lakeview Road/Skyway Drive intersections is LOS D.

Vehicle Queues. The data for the north and southbound approaches did not identify any significant queuing issues during the AM or PM peak hour periods. However, queues of 8-9 vehicles were recorded during for the 15-minute period just before 9:00 AM (primarily related to drop-off traffic associated with

the Lakeview Junior High School). The data for the westbound approach on Lakeview Road identified several periods with excessive queues, primarily during the AM peak hour (22-23 vehicles).

Traffic Wrecks. Caltrans staff provided PTE with the Traffic Accident Surveillance and Analysis System (TASAS) report for the SR 135 / Skyway Drive - Lakeview Road intersection. The TASAS report included accident data for a 5-year period (Jan. 2010 to Dec. 2014). During the 60-month period, there were 50 reported wrecks, with the highest number of wrecks occurring in 2014 (16 - 32%). A review of the wreck summary data indicates that 52% of the wrecks involved vehicles traveling southbound on SR 135, with 16-18% of the total accidents occurring during the morning (7:00-9:00 AM) and afternoon (4:00-6:00 PM) peak commuter periods. The data demonstrates that 46% were coded as “rear-end” wrecks and 32% were coded as “broadside” wrecks. The “location” of most accidents was recorded as in a left turn (42%) or right turn (52%) lane. There were no reported fatalities during the 5-year period. The 5-year TASAS report determined that the “actual” wreck rate is higher than the State “average” rate for a similar facility.

Thresholds:

According to the County’s Environmental Thresholds and Guidelines Manual, a significant traffic impact would occur when:

- a. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below, or sends at least 15, 10 or 5 trips to an intersection operating at LOS D, E or F.

| LEVEL OF SERVICE (including project) | INCREASE IN VOLUME/CAPACITY GREATER THAN |
|---|---|
| A | 0.20 |
| B | 0.15 |
| C | 0.10 |
| | Or the addition of: |
| D | 15 trips |
| E | 10 trips |
| F | 5 trips |

- b. Project access to a major road or arterial road would require a driveway that would create an unsafe situation, or would require a new traffic signal or major revisions to an existing traffic signal.
- c. Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceeding the roadway capacity designated in the Circulation Element may indicate the potential for the occurrence of the above impacts.
- d. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Impact Discussion:

(a, f, g, h) Less than significant impact with mitigation: Potential Impacts to the Street System. The traffic study prepared by PTE concludes that the proposed project would generate approximately 1,312 average daily vehicle trips (ADT) and approximately 83 AM peak hour vehicle trips (42 inbound and 41 outbound) and 109 PM peak hour trips (54 inbound and 55 outbound). Of the total daily trips, 40% would be attributable to pass-by traffic and 60% would be new primary or “single purpose” trips. Based on this determination, the project would generate 792 new daily trips, 39 new AM peak hour trips and 51 new PM peak hour trips.

According to the PTE traffic study, the SR 135/Skyway Drive-Lakeview Road intersection will remain within the County’s minimum level of service during the morning (AM) and evening (PM) peak hour with the new trips added by the proposed project. The Orcutt Road/Lakeview Road intersection will remain within minimum level of service during the AM peak hour (LOS C or better), but will be within LOS F range during the PM peak hour with project added trips (as shown in the table below from the Updated “Level of Service” Analysis and Tables provided by PTE on September 5, 2018). Based on the County’s adopted environmental thresholds, the project could significantly impact the SR 135/Skyway Drive-Lakeview Drive during AM and PM peak hour traffic without mitigation. The project could also significantly impact the Orcutt Road/Lakeview Road intersection during the PM peak hour without mitigation.

Table 2 - Existing Plus Project Intersection LOS Analysis (Updated)

| Study Intersection | Peak Hour | Methodology - Geometric Scenario | | | | Project Added Trips (Fig. 4D) | Project Impact |
|------------------------------------|-----------|----------------------------------|--------------|--------------------------|--------------|-------------------------------|----------------|
| | | ICU - LOS | | HCM 2010 (Average Delay) | | | |
| | | 3-WB Ln. (a) | 2-WB Ln. (b) | 3-WB Ln. (a) | 2-WB Ln. (b) | | |
| SR 135 / Skyway Dr. - Lakeview Rd. | AM | 0.615 - B | 0.751 - C | 29.4 - C | 34.5 - C | 32 | Yes |
| | PM | 0.780 - C | 0.780 - C | 37.1 - D | 37.7 - D | 42 | Yes |
| Orcutt Rd. / Lakeview Rd. | AM | NA | | 22.2 - C | | 39 | No |
| | PM | NA | | 52.1 - F | | 51 | Yes |

(a) WB approach typically analyzed with 3 lanes (only 50’ section with 3 lanes)

(b) WB approach functions as 2 lane approach e/o Orcutt Rd. (under sat. conditions)

The proposed project would not significantly impact the Orcutt Road/Lakeview Road intersection during the AM peak hour because it would not increase the volume to capacity ratio (V/C) greater than 0.10. To mitigate the potential significant impacts to both intersections, the traffic study recommends: 1) widening Lakeview Road to provide three approach lanes from Orcutt Road to the project site’s easterly property line, 2) prohibiting left-turn and through movements during the morning (7:00 – 9:00AM) and evening (4:00 – 6:00 PM), and replacing the existing pedestrian beacon on Lakeview with a “hybrid” pedestrian beacon. Implementation of these mitigation measures would ensure that the project would have a **less than significant** impact on the street system. The PTE traffic study is included as Attachment 6.

Table 6 - Existing Plus Project Intersection LOS Analysis (Mitigation Measures)

| Study Intersection | Peak Hour | Methodology - Geometric Scenario | | Project Added Trips (Fig. 4D) | Project Impact |
|------------------------------------|-----------|----------------------------------|---------------------------|-------------------------------|----------------|
| | | ICU - LOS | HCM 2010 (Average Delay) | | |
| | | 3-WB Ln. (a) | 3-WB Ln. (a) | | |
| SR 135 / Skyway Dr. - Lakeview Rd. | AM | 0.615 - B | 28.9 - C | 32 | No |
| | PM | 0.776 - C | 34.7 - C | 42 | No |
| Orcutt Rd. / Lakeview Rd. (c) | AM | NA | 2.7 - A (b) (11.3 - B) | 39 | No |
| | PM | NA | 2.8 - A (b) (11.8 - B) | 51 | No |

(a) WB approach typically analyzed with 3 lanes (only 50' section with 3 lanes)

(b) Average vehicle delay at stop sign controlled intersection

(c) Worst case delay on stop sign controlled approach shown in parenthesis

Traffic Hazards and General Road Capacity. The new daily trips caused by the project, covered above in the LOS analysis, would increase delays at the SR 135 / Skyway Drive – Lakeview Road intersection and the Orcutt Road / Lakeview Road intersection. The additional travelers also have the potential to create a significant increase in traffic hazards and general road capacity during long-term operations of the project by contributing to congestion. As shown in Table 6 above, LOS and HCM methodologies show the study intersections as operating at acceptable levels with the mitigation measures.

Widening of the north side of Lakeview Road, as described below in Mitigation Measure No. 1, would provide a complete, dedicated through and right turn lane. These improvements are limited to the existing Right-of-Way and would encroach into an incomplete portion of sidewalk on the Spencer’s Market frontage: requiring abandonment of the incomplete sidewalk section. Pedestrians would be rerouted to the complete sidewalk on the south side of Lakeview Road on the project frontage via the existing flashing beacon pedestrian crossing just east of the project site. The proposed pedestrian path-of-travel is complete with no missing sections of improvements, unlike the north side of Lakeview Road. This allows pedestrian connections to a transit stop and safe access to cross Highway 135/Broadway to access Skyway Drive and the nearby trail/bike path. The proposed pedestrian path does not provide an impediment to pedestrian travel to and from Lakeview Junior High School. In the event of future discretionary permit application for improvements to the Spencer’s Market and/or corner tire shop or the Evergreen Center in general, frontage improvements, including provision of a sidewalk, with a nexus to the development would be required at that time in proportion to the development proposed and as required by standards as revised. The other three mitigation measures include interconnecting the pedestrian beacon with the SR 135 intersection signal, extending the “green” time of the westbound SR 135 signal, better defining the existing “Keep Clear” area, and the installation of signage prohibiting left and through movements on the northbound segment of Orcutt Road would reduce project impacts on traffic hazards and general road capacity. Therefore, implementation of Mitigation Measures No. 1-4 would ensure that the project would have a **less than significant** impact on traffic hazards and general road capacity.

Congestion Management Plan. The SR 135/Skyway Drive – Lakeview Road area is located on the CMP network. SR 135 south of Skyway Drive – Lakeview Road currently operates within the LOS A-C range, according to the Traffic and Circulation Study. The proposed project would add fewer than 50 peak hour trips to the segment of SR 135 south of the Skyway Drive – Lakeview Road intersection. Therefore, the project would have a **less than significant** impact on highway operations.

The Traffic and Circulation Study indicates that the SR 135/ Skyway Drive – Lakeview Road intersection is forecast to operate at LOS D under cumulative traffic conditions and that it is projected to operate in the LOS E range under build out conditions as documented in the Betteravia traffic study. The proposed project would

add 32 AM peak hour trips and 42 PM peak hour trips to the SR 125/Skyway Drive –Lakeview Road intersection. Therefore, future operations would exceed the CMP standards and the proposed project would impact this CMP intersection. However, the proposed mitigation measures would bring the impacts on the SR 135 / Skyway Drive – Lakeview Road intersection to a **less than significant** level.

(b, c, d, g) Less than significant impact. Need for New Roads or Road Maintenance. The proposed project would not create the need for new private or public road maintenance or roads. Traffic that would be generated by the project would not result in significant impacts to public streets that would require new roads or a significant amount of increased roadway maintenance. Therefore, the project would have a **less than significant** impact on the need for new roads or road maintenance.

Parking. The proposed project would be required to provide parking spaces on-site, and out of the road right-of-way. Table 3-6 of the Land Use and Development Code specifies the parking requirements for non-residential uses. The project is required to provide 12 parking spaces including nine (9) for the 4,203 sq. ft. convenience mart (1 space per 500 sq. ft. of retail business and general commercial) and three (3) the 823 sq. ft. commercial space to be used as an office (1 space per 300 sq. ft. of business and professional offices). The project proposes thirteen parking spaces in addition to the eight available spaces adjacent to the eight gas pump fueling positions. Therefore, the project would have a **less than significant** impact on existing parking facilities and demand for new parking.

Transit Systems. Transit services are provided by the Santa Maria Area Transit (SMAT). Three bus stops are located in the vicinity of the project site. The “Lakeview Road at Orcutt Road” stop is located on the eastbound side of Lakeview Road, immediately north of the project site. Two “Orcutt Road and Lakeview Road” stops are located on the north and southbound sides of Orcutt Road, immediately west of the project site. The traffic study notes that there was a fair amount of pedestrian activity related to the bus stops during the afternoon peak period. Service at the bus stops would remain throughout project construction, and the bus stops would remain after the project is completed. Therefore, the proposed project would have a **less than significant** transit-related impact.

Sight Distance. An existing 3-4 ft. tall concrete block CMU wall borders the site on the south property line. The concrete block wall (1-2 ft. tall) continues south along the back the sidewalk with a chain link fence (3-4 ft. tall) on top of the concrete block wall. On-street parking is prohibited on the east side of Orcutt Road south of Lakeview Road. The controlling line of sight looking south from the project driveway location is the concrete wall and chain link fence. There is approximately 300 ft. of stopping sight distance for northbound vehicles approaching the project driveway location, which is adequate for 40-mph. The Orcutt Road driveway would be located over 110 feet from the Orcutt Road / Lakeview Road intersection and the Lakeview Road driveway would be located over 120 feet from the Orcutt Road / Lakeview Road intersection. All landscaping within the site distance triangle would be under 24” above the curb grade at maturity. Therefore, the proposed project would have a **less than significant** impact on sight distance.

Ingress/Egress and Emergency Access. The traffic signal operations at the SR 135 intersection create gaps in eastbound traffic adjacent to the project site. Therefore, westbound vehicles will be able to find adequate gaps to make the left turn movement and enter the project site from Lakeview Road. All proposed trees would be maintained to not block sight distance. Each driveway would be 40 feet wide and would provide adequate emergency access and ingress/egress. Therefore, the proposed project would have a **less than significant** impact on ingress/egress and emergency access.

(e) No impact. The project would not have any waterborne, rail, or air traffic-related impacts.

Cumulative Impacts:

The Traffic and Circulation Study provided by Pinnacle includes an evaluation of future cumulative traffic conditions. Cumulative conditions are typically comprised of existing traffic plus traffic generated

by other known future developments. The County and City of Santa Maria have lists of local approved and pending development projects. Information provided by the County Planning Department identified one project that will contribute to cumulative traffic demands. The project includes an addition to the existing Evergreen Village Shopping Center (5,200 sq. ft. fitness center) located on the east side of Orcutt Road and north of Lakeview Road. Information regarding local projects in the City was obtained from the City’s website (Major Developments List, Oct. 2016). Local City projects in close proximity to the study intersections include the Skyway Center (16,000 sq. ft. retail) and Element Christian Church (30,000 sq. ft.).

The cumulative base-line (no project) traffic volumes for the study intersections were developed using data published in the various reference documents and provided by the County and City. It is noted that the Revised Traffic and Circulation Study prepared for the Betteravia Plaza project includes the most current data from the Santa Maria Traffic Model for this portion of the City. The cumulative traffic demand forecasts in the Betteravia Plaza study were also referenced during the derivation of the cumulative base-line (no project) traffic volumes. The Cumulative Base-Line (No Project) Traffic Volumes are included on Figure 6 of the attached “Traffic and Circulation Study”.

The cumulative base-line (no project) volumes were evaluated using the ICU and HCM methodologies and are shown in Table 3 of the attached “Updated Level of Service Analysis and Tables”. The weighted average delays at the Orcutt Road / Lakeview Road intersection will remain within acceptable limits during the AM peak hour (LOS C or better) but will be within the LOS F range during the PM peak hour (as shown in the table below from the Updated “Level of Service” Analysis and Tables provided by Larry Hail on September 5, 2018).

Table 3 - Cumulative Base-Line (No Project) Intersection LOS Analysis (Updated)

| Study Intersection | Peak Hour | Methodology - Geometric Scenario | | | |
|------------------------------------|-----------|----------------------------------|--------------|--------------------------|--------------|
| | | ICU - LOS | | HCM 2010 (Average Delay) | |
| | | 3-WB Ln. (a) | 2-WB Ln. (b) | 3-WB Ln. (a) | 2-WB Ln. (b) |
| SR 135 / Skyway Dr. - Lakeview Rd. | AM | 0.684 - B | 0.849 - D | 31.7 - C | 40.8 - D |
| | PM | 0.871 - D | 0.871 - D | 44.4 - D | 44.6 - D |
| Orcutt Rd. / Lakeview Rd. | AM | NA | | 19.4 - C | |
| | PM | NA | | 112.9 - F | |

(a) WB approach typically analyzed with 3 lanes (only 50’ section with 3 lanes)

(b) WB approach functions as 2 lane approach e/o Orcutt Rd. (under sat. conditions)

The Traffic and Circulation Study states that the mitigation measures proposed for the existing plus project conditions above would also mitigate the cumulative impacts. The Study identifies two additional planned street improvements that would reduce potential project impacts for the cumulative plus project scenario. These improvements include the implementation of the six lane expressway section as defined in the City of Santa Maria’s General Plan Circulation Element. This would include a conversion of the north and southbound right turn lanes to shared through-right lanes. The second planned street improvement would include reducing the number of eastbound through lanes across SR 135 from two lanes to one lane. This would allow a Class II bike lane to be striped between the through lane and right turn lane. These two improvements would be implemented at a future date by the City of Santa Maria and Caltrans in conjunction with the County of Santa Barbara.

Table 4 - Cumulative Plus Project Intersection LOS Analysis (Updated)

| Study Intersection | Peak Hour | Methodology - Geometric Scenario | | | | Project Added Trips (Fig. 4D) | Project Impact |
|------------------------------------|-----------|----------------------------------|--------------|--------------------------|--------------|-------------------------------|----------------|
| | | ICU - LOS | | HCM 2010 (Average Delay) | | | |
| | | 3-WB Ln. (a) | 2-WB Ln. (b) | 3-WB Ln. (a) | 2-WB Ln. (b) | | |
| SR 135 / Skyway Dr. - Lakeview Rd. | AM | 0.688 - B | 0.858 - D | 31.9 - C | 41.8 - D | 32 | Yes |
| | PM | 0.870 - D | 0.870 - D | 45.0 - D | 45.3 - D | 42 | Yes |
| Orcutt Rd. / Lakeview Rd. | AM | NA | | 27.5 - D | | 39 | Yes |
| | PM | NA | | 309.2 - F | | 51 | Yes |

(a) WB approach typically analyzed with 3 lanes (only 50' section with 3 lanes)

(b) WB approach functions as 2 lane approach e/o Orcutt Rd. (under sat. conditions)

The traffic study concluded that cumulative conditions with the proposed project (without mitigation measures) would impact both intersections during the AM and PM peak hour (LOS D-F range). The study recommended mitigation measures that included: 1) widening a portion of Lakeview Road to provide three approach lanes, 2) prohibiting left turn and through movements during the morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak periods, and 3) replacing the existing pedestrian flashing beacon with a “hybrid” pedestrian beacon.

Table 7 - Cumulative Plus Project Intersection LOS Analysis (Mitigation Measures)

| Study Intersection | Peak Hour | Methodology - Geometric Scenario | | Project Added Trips (Fig. 4D) | Project Impact |
|------------------------------------|-----------|----------------------------------|---------------------------|-------------------------------|----------------|
| | | ICU - LOS | | | |
| | | 3-WB Ln. (a) | 3-WB Ln. (a) | | |
| SR 135 / Skyway Dr. - Lakeview Rd. | AM | 0.648 - B | 30.4 - C | 32 | No |
| | PM | 0.788 - C | 34.9 - C | 42 | No |
| Orcutt Rd. / Lakeview Rd. (c) | AM | NA | 2.5 - A (b) (11.8 - B) | 39 | No |
| | PM | NA | 2.9 - A (b) (14.0 - B) | 51 | No |

(a) WB approach typically analyzed with 3 lanes (only 50' section with 3 lanes)

(b) Average vehicle delay at stop sign controlled intersection

(c) Worst case delay on stop sign controlled approach shown in parenthesis

As shown in Table 7 above, the mitigation measures reduce cumulative impacts to **less than significant** levels.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project’s transportation impacts to a less than significant level:

- 1. Special Condition. Transportation/Circulation. Lakeview Road Widening.** The Owner/Applicant shall widen the north side of Lakeview Road (westbound) within the existing public right-of-way between Orcutt Road and the pedestrian crosswalk to provide three approach lanes. These lanes would include one shared left-through lane, one through lane, and one shared through-right lane. **PLAN REQUIREMENTS:** The Owner/Applicant shall show the reconfigured roadway on plans for Public Improvements, Planning, Grading, and Building. **TIMING:** The reconfigured design shall be reviewed and approved by Public Works Transportation prior to Zoning Clearance

Issuance for grading and site improvements. The road work shall be in place prior to occupancy. **MONITORING:** P&D compliance monitoring staff and Public Works Transportation staff shall site inspect for installation prior to Final Building Inspection Clearance.

2. **Special Condition. Transportation/Circulation. Prohibited Movement Signs.** The Owner/Applicant shall post at least two signs to prohibit left and through movements during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak periods on the north and southbound approaches at the Orcutt Road / Lakeview Road intersection. **PLAN REQUIREMENTS:** Proposed signs shall be reviewed and approved by Public Works Transportation prior to Zoning Clearance Issuance for grading and site improvements. The Owner/Applicant shall show the new signs on plans for Public Improvements, Planning, Grading, and Building. **TIMING:** The signage design shall be reviewed and approved by Public Works Transportation prior to Zoning Clearance Issuance for grading and site improvements. The signs shall be in place prior to issuance of Certificates of Occupancy. **MONITORING:** P&D compliance monitoring staff and Public Works Transportation staff shall site inspect for installation prior to Final Building Inspection Clearance.

3. **Special Condition. Transportation/Circulation. Pedestrian Flashing Beacon (RRFB) and State Route 135 Signal.** The Owner/Applicant and County Public Works shall replace the existing pedestrian flashing beacon with a “hybrid” pedestrian beacon. The Owner/Applicant shall work with Caltrans to add an additional 10 seconds of “green” time during peak demand periods (i.e., 4:00 p.m. to 6:00 p.m.) on the westbound approach at the State Route 135 signal. **PLAN REQUIREMENTS:** The Owner/Applicant shall show the new RRFB on plans for Planning, Grading, and Building. The Owner/Applicant shall indicate the new signal delay on plans for Public Improvements. **TIMING:** All changes made to the RRFB and signal shall be reviewed and approved by Public Works Transportation prior to Zoning Clearance Issuance for grading and site improvements. The pedestrian beacon shall be in place prior to issuance of Certificates of Occupancy. **MONITORING:** P&D compliance monitoring staff and Public Works Transportation staff shall site inspect for installation prior to Final Building Inspection Clearance.

4. **Special Condition. Transportation/Circulation. “Keep Clear” Area.** The Owner/Applicant shall re-stripe and better define (e.g. cross hatch pavement markings) the existing “Keep Clear” pavement markings at the Orcutt Road / Lakeview Road intersection. **PLAN REQUIREMENTS:** The Owner/Applicant shall show the new striping and pavement markings on plans for Public Improvements, Planning, Grading, and Building. **TIMING:** The Owner/Applicant shall fulfill this condition prior to Final Building Inspection Clearance. Pavement improvements shall be reviewed and approved by Public Works Transportation prior to Zoning Clearance Issuance for grading and site improvements. **MONITORING:** P&D permit processing staff and Public Works Transportation staff shall ensure compliance prior to and throughout construction.

With the incorporation of these measures, residual impacts would be less than significant.

4.15 WATER RESOURCES/FLOODING

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? | | | | X | |
| b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff? | | X | | | |
| c. Change in the amount of surface water in any water body? | | X | | | |

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution? | | X | | | |
| e. Alterations to the course or flow of flood water or need for private or public flood control projects? | | | X | | |
| f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion? | | | | X | |
| g. Alteration of the direction or rate of flow of groundwater? | | | X | | |
| h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference? | | | X | | |
| i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin? | | | X | | |
| j. The substantial degradation of groundwater quality including saltwater intrusion? | | | X | | |
| k. Substantial reduction in the amount of water otherwise available for public water supplies? | | | X | | |
| l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water? | | X | | | |

Water Resources Thresholds : A project is determined to have a significant effect on water resources if it would exceed established threshold values which have been set for each overdrafted groundwater basin. These values were determined based on an estimation of a basin’s remaining life of available water storage. If the project’s net new consumptive water use [total consumptive demand adjusted for recharge less discontinued historic use] exceeds the threshold adopted for the basin, the project’s impacts on water resources are considered significant.

A project is also deemed to have a significant effect on water resources if a net increase in pumpage from a well would substantially affect production or quality from a nearby well.

Water Quality Thresholds:

A significant water quality impact is presumed to occur if the project:

- Is located within an urbanized area of the county and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one (1) or more acres of land;
- Increases the amount of impervious surfaces on a site by 25% or more;
- Results in channelization or relocation of a natural drainage channel;

- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
- Is an industrial facility that falls under one or more of categories of industrial activity regulated under the NPDES Phase I industrial storm water regulations (facilities with effluent limitation; manufacturing; mineral, metal, oil and gas, hazardous waste, treatment or disposal facilities; landfills; recycling facilities; steam electric plants; transportation facilities; treatment works; and light industrial activity);
- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan or otherwise impairs the beneficial uses² of a receiving water body;
- Results in a discharge of pollutants into an "impaired" water body that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303 (d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or
- Results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

Impact Discussion

(a, f) No impact: The project site is not located near any water bodies, creeks, flood plains, or flood hazard areas. Therefore, the project would not alter water current, course, or direction or marine or fresh waters or expose people or property to water-related hazards.

(b-d, l) Less than significant with mitigation: The project would create additional storm water runoff as a result of newly constructed impermeable surfaces, including the commercial building, fueling station cover, and paved areas. Construction activities such as grading could also potentially create temporary runoff and erosion problems. Application of standard County grading, erosion, and drainage-control measures would ensure that no significant increase of erosion or storm water runoff would occur. To meet the County's obligations under the Environmental Protection Agency's Phase II Storm Water Regulations and the Board-adopted Project Clean Water program, new projects must prepare a storm water quality management plan that incorporates appropriate best management practices (BMPs) into project design to minimize water quality impacts to the maximum extent feasible. In order of preference, these BMPs must include:

- Site design to avoid, protect, and restore sensitive riparian and wetland areas;
- Minimizing impervious surfaces and directly connected impervious areas;
- Use of vegetative treatment systems (e.g., storm drain filters); or
- Combinations of the measures listed above.

BMP information can be obtained from the Public Works Department and P&D. BMPs included in the proposed project design will be evaluated by P&D & Public Works during the project review to ensure their adequacy and to ensure compliance with policy guidelines. A final grading and drainage plan will be required to be prepared for approval by County Flood Control and Project Clean Water. In order to ensure that the proposed project complies with the storm water regulations identified above, mitigation measures have been added to the proposed project requiring implementation of BMPs, onsite storm water retention measures, and water conservation techniques. As a result, impacts to percolation rates, drainage patterns, and water quality would be **less than significant**.

² Beneficial uses for Santa Barbara County are identified by the Regional Water Quality Control Board in the Water Quality Control Plan for the Central Coastal Basin, or Basin Plan, and include (among others) recreation, agricultural supply, groundwater recharge, fresh water habitat, estuarine habitat, support for rare, threatened or endangered species, preservation of biological habitats of special significance.

The project could adversely affect surface water quality by increasing the volume and decreasing the quality of stormwater runoff. The project would involve the use of fertilizers, pesticides, household cleaners, chemicals, and fuel. Runoff from driveways, parking lots, and fueling areas could introduce oil and other hydrocarbons into drainage facilities. However, the project would be expected to generate only minor amounts of storm water pollutants. Minor amounts of such household hazardous material would not present a significant potential for release of waterborne pollutants and would be highly unlikely to create a public health hazard. Mitigation measures have been added to the project requiring sedimentation and contamination containment, construction equipment washout areas, fueling station requirements, and outdoor storage and trash container requirements. With application of these mitigation measures, the potential for introduction of pollutants to groundwater would be **less than significant**.

(e, g-k) Less than significant impact: The project would be supplied water from Golden State Water Company, which receives its water from the Santa Maria groundwater basin. Since the volume of water extracted annually does not exceed its safe yield, this basin is not overdrafted. The project's impact on water supplies is therefore **less than significant**.

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for water resources. Therefore, the project's contribution to the regionally significant issues of water supplies and water quality is not considerable, and is less than significant.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's water resource impacts to a less than significant level:

1. **WatConv-01 Sediment and Contamination Containment.** The Owner/Applicant shall prevent water contamination during construction by implementing the following construction site measures:
 - a. All entrances/exits to the construction site shall be stabilized using methods designed to reduce transport of sediment off site. Stabilizing measures may include but are not limited to use of gravel pads, steel rumble plates, temporary paving, etc. Any sediment or other materials tracked off site shall be removed the same day as they are tracked using dry cleaning methods. Entrances/exits shall be maintained until graded areas have been stabilized by structures, long-term erosion control measures or landscaping.
 - b. Apply concrete, asphalt, and seal coat only during dry weather.
 - c. Cover storm drains and manholes within the construction area when paving or applying seal coat, slurry, fog seal, etc.
 - d. Store, handle and dispose of construction materials and waste such as paint, mortar, concrete slurry, fuels, etc. in a manner which minimizes the potential for storm water contamination.

PLAN REQUIREMENTS: The Owner/Applicant shall ensure all above construction site measures are printed as notes on plans. **TIMING:** Stabilizing measures shall be in place prior to commencement of construction. Other measures shall be in place throughout construction.

MONITORING: The Owner/Applicant shall demonstrate compliance with these measures to P&D compliance monitoring staff as requested during construction.

2. **WatConv-04 Equipment Storage-Construction.** The Owner/Applicant shall designate a construction equipment filling and storage area(s) to contain spills, facilitate clean-up and proper disposal and prevent contamination from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. The areas shall be no larger than 50 x 50 foot unless otherwise approved by P&D and shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources. **PLAN REQUIREMENTS:** The Owner/Applicant shall designate the P&D

approved location on all LAND USE PERMIT, GRADING, and BUILDING PERMIT plans. **TIMING:** The Owner/Applicant shall install the area prior to commencement of construction. **MONITORING:** P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

3. **WatConv-05 Equipment Washout-Construction.** The Owner/Applicant shall designate a washout area(s) for the washing of concrete trucks, paint, equipment, or similar activities to prevent wash water from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. Note that polluted water and materials shall be contained in this area and removed from the site. The area shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources. **PLAN REQUIREMENTS:** The Owner/Applicant shall designate the P&D approved location on all LAND USE, GRADING and BUILDING PERMIT plans. **TIMING:** The Owner/Applicant shall install the area prior to commencement of construction. **MONITORING:** P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.
4. **WatConv-07 SWPPP.** The Owner/Applicant shall submit proof of exemption or a copy of the Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board. **TIMING:** Prior to APPROVAL ZONING CLEARANCE. The Owner/Applicant shall submit proof of exemption or a copy of the Notice of Intent and shall provide a copy of the required Storm Water Pollution Prevention Plan (SWPPP) to P&D. The Owner/Applicant shall keep a copy of the SWPPP on the project site during grading and construction activities. **MONITORING:** P&D permit processing planner shall review the documentation prior to APPROVAL of ZONING CLEARANCE. P&D compliance monitoring staff shall site inspect during construction for compliance with the SWPPP.
5. **WatCons-01 Water Conservation-Outdoor.** To improve water conservation, the Owner/Applicant shall include the following in Landscape and Irrigation Plans to be approved by P&D:
 - a. Landscaping that reduces water use:
 - i. Landscape with NATIVE AND DROUGHT TOLERANT species.
 - ii. Group plant material by water needs.
 - iii. Turf shall constitute less than 20% of the total landscaped area.
 - iv. No turf shall be allowed on slopes of over 4%.
 - v. Extensive mulching (2" minimum) shall be used in all landscaped areas to reduce evaporation.
 - b. Irrigation that reduces water use:
 - i. Install drip irrigation or other water-conserving irrigation.
 - ii. Install soil moisture sensing devices to prevent unnecessary irrigation.

PLAN REQUIREMENTS: The Owner/Applicant shall submit a landscape and irrigation plan to P&D for review and approval prior to APPROVAL of ZONING CLEARANCE. **TIMING:** The Owner/Applicant shall implement all aspects of the landscape and irrigation plan in accordance with the Landscape and Performance Security Conditions. **MONITORING:** The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required water-conserving landscape and irrigation features are installed prior to Final Building Inspection Clearance and landscape and irrigation are maintained per approved landscape plans. Any part of the irrigation plan requiring a plumbing permit shall be inspected by building inspectors.
6. **NPDES-10 Storm Drain Labels.** To meet NPDES requirements, the Owner/Applicant shall label all on-site storm drain inlets, new or existing, to advise the public that the storm drain discharges to the ocean and that dumping waste is prohibited (e.g., "Don't Dump – Drains to Ocean"). Label shall be in both English and Spanish. **PLAN REQUIREMENTS:** Show

location of storm drain inlets and proposed storm water labels on site, building and grading plans prior to APPROVAL ZONING CLEARANCE and grading permits. Label design shall be equivalent or similar to that used by Public Works Department - Project Clean Water. Alternate label designs shall be shown on the plans and submitted to P&D for approval prior to APPROVAL of LAND USE PERMIT ZONING CLEARANCE and grading permits. **TIMING:** Labels shall be affixed to storm drain inlets prior to Final Building Inspection Clearance. **MONITORING:** P&D building staff shall site inspect prior to Final Building Inspection Clearance.

7. **NPDES-20 NPDES-Fueling Station Req.** To meet NPDES requirements, the fuel dispensing area shall extend 6.5 feet from the corner of each fuel dispenser or the length at which the hose and nozzle assembly may be operated plus 1 foot, whichever is less. The fuel dispensing areas shall be paved with Portland cement concrete (or equivalent smooth impervious surface), with a 2% to 4% slope to prevent ponding, and shall be separated from the rest of the site by a grade break that prevents run-on of storm water. The paving around the fuel dispensing area may exceed the minimum dimensions of the "fuel dispensing area" stated above. **PLAN REQUIREMENTS:** The Owner/Applicant shall incorporate these NPDES fueling dispensing requirements into project design and include them on all applicable plans including detail plans. **TIMING:** P&D planners shall ensure plan compliance prior to APPROVAL of ZCI. **MONITORING:** The Owner/Applicant shall demonstrate installation of the fueling dispensing requirements consistent with NPDES requirements to compliance monitoring staff prior to Final Building Inspection Clearance.

8. **NPDES-22 Storm Water Retention-Parking Area BMPs.** The parking area and associated driveways shall be designed to minimize degradation of storm water quality. Best Management Practices (BMPs) such as landscaped areas for infiltration (vegetated filter strips, bioswales, or bioretention areas), designed in accordance with the California Storm Water BMP Handbook for New Development and Redevelopment (California Storm Water Quality Association) or other approved method shall be installed to intercept and remove pollutants prior to discharging to the storm drain system. The BMPs selected shall be maintained in working order. The landowner is responsible for the maintenance and operation of all improvements and shall maintain annual maintenance records. The BMPs shall be described and detailed on the site, grading and drainage and landscape plans, and depicted graphically. A maintenance program shall be specified in an inspection and maintenance plan and include maintenance inspections at least once/year. Long term maintenance shall be the responsibility of the landowner. A maintenance program shall be specified in the CC&Rs or in a maintenance program submitted by the landowner for commercial/industrial sites and recorded with the Recorder's Office. The plans and a copy of the long-term maintenance program shall be submitted to P&D and Public Works, Water Resources Division staff, for review prior to approval of Zoning Clearance. BMP maintenance is required for the life of the project and transfer of this responsibility is required for any subsequent sale of the property. The condition of transfer shall include a provision that the property owners conduct maintenance inspection at least once/year and retain proof of inspections. **PLAN REQUIREMENTS:** The location and type of BMP shall be shown on the site, building and grading plans. **TIMING:** The plans and maintenance program shall be submitted to P&D for approval prior to ZONING CLEARANCE. **MONITORING:** P&D compliance monitoring staff shall site inspect for installation prior to Final Building Inspection Clearance. The landowner shall make annual maintenance records available for review by P&D upon request.

With the incorporation of these measures, residual impacts would be less than significant.

5.0 INFORMATION SOURCES

5.1 **County Departments Consulted**
 Police, Fire, Public Works, Flood Control, Parks, Environmental Health, Air Pollution Control District,
 Regional Programs, Other: Caltrans

5.2 **Comprehensive Plan**

| | |
|--|---|
| <input type="checkbox"/> Seismic Safety/Safety Element | <input type="checkbox"/> Conservation Element |
| <input type="checkbox"/> Open Space Element | <input checked="" type="checkbox"/> Noise Element |
| <input type="checkbox"/> Coastal Plan and Maps | <input checked="" type="checkbox"/> Circulation Element |
| <input type="checkbox"/> ERME | |

5.3 **Other Sources**

| | |
|---|--|
| <input type="checkbox"/> Field work | <input type="checkbox"/> Ag Preserve maps |
| <input checked="" type="checkbox"/> Calculations | <input checked="" type="checkbox"/> Flood Control maps |
| <input checked="" type="checkbox"/> Project plans | <input type="checkbox"/> Other technical references (reports, survey, etc.) |
| <input checked="" type="checkbox"/> Traffic studies | <input checked="" type="checkbox"/> Planning files, maps, reports |
| <input checked="" type="checkbox"/> Records | <input checked="" type="checkbox"/> Zoning maps |
| <input checked="" type="checkbox"/> Grading plans | <input checked="" type="checkbox"/> Soils maps/reports |
| <input checked="" type="checkbox"/> Elevation, architectural renderings | <input checked="" type="checkbox"/> Plant maps |
| <input checked="" type="checkbox"/> Published geological map/reports | <input type="checkbox"/> Archaeological maps and reports |
| <input checked="" type="checkbox"/> Topographical maps | <input type="checkbox"/> Other |

6.0 PROJECT SPECIFIC (*short- and long-term*) AND CUMULATIVE IMPACT SUMMARY

Project specific impacts which are potentially significant but can be mitigated to less than significant levels (Class II): Aesthetics/Visual Resources, Air Quality, Geologic Processes, Hazardous Materials/Risk of Upset, Noise, Transportation/Circulation, and Water Resources/Flooding. The project would not have any cumulative impacts which are potentially significant.

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|--|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| 1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory? | | X | | | |
| 2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals? | | | X | | |

| Will the proposal result in: | Poten. Signif. | Less than Signif. with Mitigation | Less Than Signif. | No Impact | Reviewed Under Previous Document |
|---|----------------|-----------------------------------|-------------------|-----------|----------------------------------|
| 3. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.) | | | X | | |
| 4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | X | | |
| 5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR ? | | | X | | |

8.0 PROJECT ALTERNATIVES: N/A

9.0 INITIAL REVIEW OF PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING, AND COMPREHENSIVE PLAN REQUIREMENTS

Zoning

The project site is zoned “CN” (Neighborhood Commercial) under the Santa Barbara County Land Use & Development Code. The project is consistent with this zoning.

Comprehensive Plan

The following select policies from the County’s Comprehensive Plan and Orcutt Community Plan are applicable to the proposed project:

LAND USE ELEMENT

Land Use Development Policy 4: Prior to issuance of a use permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e. water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.

Land Use Development Policy 5: (Land Use Element, p. 82) Within designated urban areas, new development other than that for agricultural purposes shall be serviced by the appropriate public sewer and water district or an existing mutual water company, if such service is available.

Hillside and Watershed Protection Policy 5: Temporary vegetation, seeding, mulching, or other suitable stabilization methods shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized as rapidly as possible with planting of native grasses and shrubs, appropriate non-native plants, or with accepted landscaping practices.

Visual Resource Policy 5: Utilities, including television, shall be placed underground in new developments in accordance with the rules and regulations of the California Public Utilities Commission, except where cost of undergrounding would be so high as to deny service.

ORCUTT COMMUNITY PLAN

Policy LUC-O-5: All commercial and industrial projects shall minimize impacts to adjoining residences, businesses, and open spaces areas.

DevStd LUC-O-5.2: Project design shall minimize long-term operational noise exposure to residences in close proximity to the site through limited, posted delivery hours (between 6 am to 8 pm) and soundwall(s) along site boundaries where appropriate, or through other measures which provide equivalent noise reduction. Additional noise reduction measures such as loading only on sides of buildings not adjacent to residences or below-grade delivery bays shall be considered. All noise-generating equipment (including delivery trucks) shall be enclosed and/or shielded to the maximum extent feasible to reduce noise levels.

DevStd LUC-O-5.3: All exterior lighting features used within 100 feet of residential areas, designated open space areas, and surrounding biologically sensitive areas shall be directed away from adjacent units and habitat. Hoods shall be installed on lighting fixtures to prevent "sill-over" into adjacent residences and habitat areas when deemed necessary by P&D. Decorative lighting shall utilize low intensity sources.

Policy CIRC-O-3: The County shall maintain a minimum Level of Service (LOS) C or better on roadways and intersections within the Orcutt Planning Area, except that Minimum Level of Service for the Foster Road/Hwy 135 and Lakeview/Skyway Dr. intersections and Stillwell and Lakeview Roads shall be LOS D.

Policy AQ-O-2: Significant fugitive dust and PM10 emissions shall be reduced through implementation of appropriate construction restrictions and control measures, consistent with standards adopted by the Board.

Policy NSE-O-2: Construction noise in Orcutt shall be minimized during non-standard work hours.

DevStd NSE-O-2.1: Standard construction working hours (i.e., 7:00 a.m. to 4:00 p.m., Monday-Friday) shall be required for development activities. Flexibility to allow extended hours on weekday and/or occasional working hours on Saturdays should be determined on a case-by-case basis.

DevStd NSE-O-2.2: Noise attenuation barriers, muffling of grading equipment and additional mitigation where deemed appropriate should be required for development where construction equipment generates noise levels in excess of 95 dB(A).

Policy RISK-O-3: The County shall minimize the risk to public safety associated with hazardous materials.

Policy VIS-O-2: Prominent public view corridors (U.S. 101, State Routes 1 & 35, Clark Ave., Santa Maria Way, and Union Valley Parkway) and public viewsheds (Orcutt/Solomon Hills, Casmalia Hills, and Orcutt Creek) should be protected.

DevStd VIS-O-2.1: Development shall be sited and designed to minimize disruption of important public view corridors and viewsheds through building orientation, minimization of grading on slopes, landscaping, and minimization of sound walls.

DevStd VIS-O-3.1: Development shall be sited and designed with adequate street frontage from public view and to "soften" building masses.

DevStd VIS-O-3.4: Trash enclosures shall be located outside of public view to the maximum extent feasible.

Policy VIS-O-4: Public and private stormwater systems (recharge, retention, and retardation basins, culverts, channels, etc.) shall be designed and maintained to be visually attractive.

Policy Vis-O-6: Outdoor lighting in Orcutt shall be designed and placed so as to minimize impacts on neighboring properties and the community in general.

DevStd VIS-O-6.3: Night lighting fixtures adjacent to residential areas shall be of minimum height and intensity required for security/safety.

10.0 RECOMMENDATION BY P&D STAFF

On the basis of the Initial Study, the staff of Planning and Development:

Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of an ND. The ND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

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

Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

With Public Hearing Without Public Hearing

PREVIOUS DOCUMENT:

PROJECT EVALUATOR: _____

DATE: