



COUNTY OF SANTA BARBARA

Planning and Development

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Attachment 1 Supplemental Environmental Impact Report Scoping Paper

Orcutt Marketplace (Key Site 1)

Case Nos.: 15DVP-00000-00009, 15CUP-00000-00017
15CUP-00000-00018, 15CUP-00000-00019
15CUP-00000-00020, 15CUP-00000-00021
17CUP-00000-00004

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1.0 INTRODUCTION

Pursuant to State CEQA Guidelines Sections 15063 and 15162(3) as well as Article V, Section E, 4 of the County of Santa Barbara Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (“County CEQA Guidelines”), the County of Santa Barbara Planning & Development Department [i.e. the “Lead Agency”] has determined that the proposed request to develop a mixed-use commercial development at Key Site 1 will require the preparation of a Supplemental Project Environmental Impact Report (SEIR).

2.0 PROJECT DESCRIPTION/REQUEST

Orcutt Marketplace LLC, owner, is requesting the approval of a Development Plan and Conditional Use Permit applications to allow for the development of a new mixed-use commercial center. The project site is located on a 20.04-acre portion of Key Site 1 which is located at the northwest corner of Highway 101 and Clark Avenue in the Orcutt Community Plan area. Key Site 1 is designated as General Commercial and zoned C-2 (Retail Commercial). The Orcutt Community Plan designates Key Site 1 as a "gateway" site for development of a commercial center. The project proposal involves several discretionary requests described below:

Development Plan: A Final Development Plan (Case No. 15DVP-00000-00009) is proposed for the 24.66 acre project site (APN 129-120-024). The Development Plan would provide for the development of 20.04-acres of the site to construct approximately 248,144 sq. ft. of total commercial space, and 211,264 sq. ft. of mixed-use residential (apartments), with a total site building coverage of 150,924 sq. ft. (422,304 sq. ft. gross floor area). Approximately 4.7-acres of the western portion of the site would remain undeveloped. The proposed buildings and uses are described in the following table:

Orcutt Public Marketplace Structural Development			
Development	Building Coverage (Sq. Ft.)	Gross Floor Area (Sq. Ft.)	Maximum Height (Feet)
Hotel	20,800	106,032	68
Pad A1 / A2 – Mixed Use <ul style="list-style-type: none"> • Commercial • Residential (252 Units) 	66,196	248,144 – Total 36,880 – Commercial 211,264 - Residential	59.9
Pad B – Pharmacy w/Drive Through Facility	21,516	21,516	33
Pad C1 - Dining	4,500	4,500	29
Pad C2 – Retail	2,000	2,000	33
Pad D – Drive Through Facility	6,160	6,160	38.5
Pad E – Drive Through Facility	6,600	6,600	29
Pad F – Drive Through	6,700	6,700	29

Facility			
Pad G1 – Gas Station w/Mini-Mart	4,830	4,830	30
Pad G2 – Gas Station Car Wash	2,752	2,752	28
Pad H - Dining	6,000	6,000	29
Pad I - Brewery	2,870	7,070	16
TOTAL	150,924	422,304	

Access and Roadway Improvements: Access to the site would be provided by three access points off Clark Avenue. The primary access point to the project site would be the main, signalized entry on Clark Avenue, which is identified in the Orcutt Community Plan as the "preferred signalized entrance". This is the main entry access point that provides ingress and egress to the site from both directions on Clark Avenue. The access points located to the west and east of the primary entrance to the site will be "right-in, right-out" intersections. A bus stop will be located per the OCP Key Site 1 provisions as annotated on the site plans.

Improvements to Clark Avenue would be consistent with the development standards of Key Site 1. A landscaped median would run the full length of the parcel that fronts Clark Avenue within the County right-of-way. This median would have two eastbound left turn outs. The proposed project would construct 5-foot wide sidewalks and landscaped buffers along Clark Avenue and Hwy 101.

Parking: The Orcutt Public Marketplace project proposes a total of 831 parking spaces, including 39 accessible spaces. The table below details the number of required and provided parking spaces for each of the proposed uses. The project proposes 163 additional parking spaces over the required number of standard parking spaces.

Development	Required	Provided	ADA
Hotel	140	140	6
Pad A1 – Mixed Use			7
• Commercial	37	44	
• Residential	152	194	
Pad A2 – Mixed Use			8
• Commercial	37	40	
• Residential	152	194	
Pad B – Pharmacy	44	43	4
Pad C1- Dining	11	16	1
Pad C2 - Retail	4	10	1
Pad D – Drive Through Facility	14	34	2
Pad E – Drive through Facility	18	22	2
Pad F – Drive through Facility	18	22	2

Pad G – Mini Mart	10	28	2
Pad G2 – Gas Station Car Wash	N/A	N/A	
Pad H - Dining	14	20	2
PAD I – Brewery	17	24	2
TOTAL	668	831	39

Bicycle Access, Bicycle Parking and Class I Bikeway/Trail: A 12' wide (8' wide paved trail with 2' wide shoulders on each side) Class I bikeway and multi-use trail is proposed along the full length of the eastern property boundary and would terminate at the eastern shopping center entry on Clark Avenue. A pedestrian path would begin at the main intersection and extend through the center 'spine' of the development, between the mixed-use buildings, and through the brewery area to the Hotel. A minimum of two bicycle racks would be provided at each commercial structure in compliance with LUDC §35.36.080.

Lighting: Outdoor lighting for the proposed project will be provided by approximately 57 luminaires. 43 of the lights would be single head pole lights, 7 would be double head pole lights and 7 would be quad head pole lights. All light standards are proposed to be 25-feet in height (from the ground to the luminaire base or support). Lighting would be fully shielded (dark sky compliant) and directed downward to minimize intrusion off-site.

Landscaping: The project proposes installing approximately 144,946 sq. ft. (3.3 acres) of new landscaping including perimeter landscaping, landscaped medians and a 50-foot landscaped buffer along Highway 101 in accordance with DevStd KS 1-10. Project landscaping also consists of an average 35-foot landscaped buffer along Clark Avenue and a 15-foot landscaped buffer along the development's western perimeter where development is proposed. A multiple agency agreement for maintenance shall be in place for maintenance of any landscaping within the Highway 101 ROW. Entranceways to the development will be landscaped in accordance with County Gateway policies.

Amenities: Outdoor amenities are proposed that are associated with various components of the project as follows: Hotel – swimming pool with spa; Residences – swimming pool with spa, cabanas, bocce court, gravel lounge area, video projection system, fireplace, fire table lounge, gravel seating garden, water feature focal element, ping-pong table; Bar/Tavern – horseshoe courts, fireplace, gravel seating garden, water feature bar top; Shopping Center – flexible turf area with seating and a patio dining/seating area between Buildings C1 & C2.

Architectural Style: The architectural style of the proposed project is based on 19th century agrarian vernacular building designs infused with a contemporary theme, materials and detailing. This style is primarily characterized by open gable and shed roof forms with post and beam connections, brackets, open railings, dormers and similar architectural detailing. The proposed project is designed with natural color tones and provides the use of earthen materials such as metal, wood, stone, glass, and vertical/horizontal siding.

Drainage: The proposed project includes the construction of a system of underground detention basins to capture site-generated and off-site flows, metered to pre-development rates to the existing storm sewer system.

Grading: The proposed project would require grading of approximately 93,000 cubic yards of cut, and 80,650 cubic yards of fill with a net cut of 12,350 cubic yards.

Services: Water service would be provided by Golden State Water Company with dedicated water allocated in the amount of 65.09 AFY which is more than the 37 AFY per year reserved for the site per Golden State's groundwater allotment. An updated contract with the City of Santa Maria will be required to serve the project. Sanitary services would be provided by the Laguna County Sanitation District.

Conditional Use Permits. Pursuant to LUDC Section 35.24.030, the proposed project requires four Conditional Use Permits (Case Nos. 15CUP-00000-00017, 15CUP-00000-00018, 15CUP-00000-00019, 15CUP-00000-00021) to allow for the operation of three (3) drive-thru fast food restaurants located at buildings "D", "E", and "F", and a drive-thru pharmacy located at building "B".

Minor Conditional Use Permits. Pursuant to LUDC Section 35.24.030, the proposed project requires two Minor Conditional Use Permits (Case Nos. 15CUP-00000-00020, 17CUP-00000-00004) to allow for the operation of a mechanical car wash at building "G2", and a mixed-use residential component to allow for 126 apartment units in building "A1" and 126 apartment units in building "A2" in conformance with LUDC Section 35.42.200.

Modification to the Height Limit. The proposed project includes structures which exceed the 35-foot height limit in the C-2 zone district (Building Pad D (drive-thru), Hotel & Buildings A1/A2). The tallest of the proposed structures is the proposed hotel which would be 68 feet in height. Buildings "A1" and "A2" would each be 59.9 feet in height, and Building Pad D would be 38.5-ft. in height. The applicant requests that the decision-maker consider approving a modification to the height limit of the structures listed above in conjunction with the Development Plan.

3.0 PROJECT LOCATION

The project site consists of Assessor Parcel Number 129-120-024, a parcel of approximately 24.66 acres, located at the northwest corner of the Highway 101/Clark Avenue intersection, in the southeastern portion of the unincorporated Orcutt area, Fourth Supervisorial District.

Project Site Information	
Comprehensive Plan Designation	Urban area, General Commercial (C)
Ordinance, Zoning District	Land Use Development Code : General Commercial (C-2)
Site Size	24.66 Acres, Gross/Net

Present Use & Development	Vacant
Surrounding Uses/Zoning	North: Residential/ 10-R-1 South: Vacant/ C-2 East: Highway 101; Agricultural Production, A-II-100 West: Residential/ 10-R-1
Access	Clark Avenue: Direct access from three driveways.
Public Services	Water Supply: Golden State Water Company/ City of Santa Maria. Sewage: Laguna County Sanitation District Fire: SB County Station No. 21

4.0 ENVIRONMENTAL SETTING

Slope/Topography/Soils: Site topography generally undulates with the higher elevations located toward the northern portion of the site and the lower elevations located primarily on the southern portion of the site. Soils which underlie the site include: Marina sand (MaC) in a majority of the northern portion and Garey sandy loam (GaC2, 2-9% slope) in the areas along Clark Avenue. Erosion hazards associated with these soils are considered moderate to high with medium surface runoff. The site is not within the projected 100-year flood contour.

The site is currently vacant grassland with the ability to absorb a significant amount of rainfall due to a high percolation rate indicative of sandy soils. A depression near the center and at the south end of the property collects runoff for most of the site. A culvert under Clark Avenue collects excess runoff from Key Site 2 and conveys it north to the project site.

Flora/Fauna: The entire site is vacant and dominated by isolated brush, forbs and non-native grasses. No rare, threatened, or endangered species were observed, or are expected onsite, based on the County’s Biological Resource Maps.

Archaeological Sites: No archaeological sites are located on, or near, the project site based on the County’s Archaeological Resource Maps. A Phase I archaeological survey was completed on this project and no resources were discovered.

Surrounding Land Uses. Surrounding development consists of low to moderate density residential development to the north and west. Highway 101 is located immediately to the east. The site is approximately 2.5 miles west of the Santa Maria Airport with approach traffic to the south.

5.0 PREVIOUS ENVIRONMENTAL REVIEW

Development of Key Site 1 was reviewed under the California Environmental Quality Act (CEQA) as part of the Orcutt Community Plan (OCP) Environmental Impact Report 95-EIR-01 (certified 7/22/97). The OCP EIR provided site specific analysis of the site’s land use and zoning designation, as well as a cumulative impact analysis of build-out of the community plan.

Key Site 1 was among those for which a “mini-EIR” was conducted in the OCP EIR and received an expanded level of environmental review. The OCP EIR considered and analyzed a

project of 372,708 sq. ft. with alternatives including No Project, Low Build-out (230,204 sq. ft. of commercial development), and High Build-out (23 residential units, and 294,439 sq. ft. of commercial development). The expanded level of review in the OCP EIR identified and evaluated site-specific impacts that would occur as a result of development of the site. The OCP EIR also discussed both general and site specific mitigation measures for each environmental issue identified.

In approving the OCP, including the commercial designation for the project site, the Board adopted a Statement of Overriding Considerations for those identified environmental impacts which could not be fully mitigated (i.e., residual impacts after mitigation which were determined to be significant and unavoidable [Class I impacts]). Class I impacts for the development of Key Site 1 were identified in the following impact areas: Water Resources (demand), Traffic (cumulative), Noise (short-term construction impacts to adjacent existing residences), Air Quality (long term), Wastewater, Solid Waste, and Visual Resources/Open Space (change in visual character).

6.0 ENVIRONMENTAL REVIEW

Below is a summary of staff's preliminary identification of potentially new or substantially greater significant environmental impacts from those adequately analyzed in the OCP "mini EIR". These issue areas primarily focus on the project's proposal to construct 252 apartment units which was not previously analyzed in the OCP EIR. The prospective consultants must propose a Scope of Work for a Supplemental Environmental Impact Report that, at a minimum, includes the following impact areas:

AIR QUALITY

Impact Discussion:

The following general impacts from Section 5.11 of the OCP EIR (Volume I) were identified in the OCP EIR for the project site:

Impact AQ-1: Significant ozone precursors. Implementation of the proposed Community Plan would result in *potentially significant* air quality impacts resulting from significant emissions of ozone precursors (ROC and NO_x) to a non-attainment air basin for ozone.

Impact AQ-2: Dust and PM₁₀ generation. Implementation of the Community Plan would result in *potentially significant* air quality impacts associated with the generation of fugitive dust and PM₁₀ emissions during construction related activities.

The following site-specific impacts were also anticipated in the OCP EIR:

Impact KS1-AQ-1: Long-term emissions from traffic. Net project related increases in traffic of 10,400 ADT (16,000 gross ADT x .35 passerby trips) with associated emissions would create *potentially significant* impacts to air quality by generating 177.25 pounds per day (ROC) and 239.13 pounds per day NO_x, which would exceed the County threshold of 25 pounds/day.

Impact KS1-AQ-2: Construction related emissions. Site preparation activities involving heavy equipment used for earthmoving and foundation could create *potentially significant* impacts to air quality.

Impact KS1-AQ-3: Soil blowing hazard. Removal of surface vegetation during construction activities could result in *potentially significant* impacts from severe soil blowing and deposition of wind-borne sediment on adjacent properties and roadways.

The Orcutt Community Plan (OCP) EIR examined the air quality setting of the project region and the potential impacts resulting from development under the OCP. The OCP EIR concluded that impacts related to the generation of ozone precursors (Impact AQ-1), dust and PM₁₀ (Impact AQ-2), and Clean Air Plan consistency (Impact AQ-3) were potentially significant. Development of the project would potentially result in construction-related air quality impacts, including dust generation from grading for the access roads and building pads, and air pollution emissions from construction equipment and construction vehicles. Short-term 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 nonattainment 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. The implementation of the County's standard dust control measures would be in place prior to grading commencement. These standards are required on all new development. Long term air quality impacts associated with the proposed project would result from the increased vehicles trips to and from homes on the project site as well as increases in onsite electricity and natural gas consumption.

The proposed project includes the construction of 252 apartment units located within 500 feet of U.S. Hwy 101. The air quality impacts to residents living in proximity to the Hwy were not analyzed in the Orcutt Community Plan Environmental Impact Report and will need to be analyzed in the Supplemental EIR.

Scope of Supplemental EIR:

APCD's guidance document, *Scope and Content of Air Quality Sections in Environmental Documents* (updated June 2017) should be referenced for general guidance in assessing air quality impacts in the SEIR. The document is available online here: <https://www.ourair.org/wp-content/uploads/ScopeContentJune2017-LimitedUpdate.pdf>.

- Assess air quality setting.
- Assess air quality impacts associated with grading and construction, and long-term operational activities from the development of the project including 252 apartment units within close proximity to U.S. Hwy 101. The assessment should include a quantification of emissions from project sources, direct and indirect, as applicable.

- Assess long term air quality impacts and health risks associated with air toxics such as diesel emissions from vehicles traveling on Hwy 101 to prospective residents of the proposed project.
- Peer review the project's *Air Quality Study* (Rincon Consultants, Inc., June, 2016)
- Identify mitigation measures as necessary, including standard emission control conditions applied by the Santa Barbara Air Pollution Control District.
- Assess whether the proposed project is consistent with the regional growth assumptions in the Santa Barbara County Air Pollution Control District 2016 Ozone Plan.
- Assess cumulative air quality impacts as well as the project's contribution to those impacts.
- Assess any residual impacts of the project.

NOISE

Impact Discussion:

The County's Environmental Thresholds and Guidelines Manual establishes 65 dB(a) as the maximum exterior noise exposure compatible with noise-sensitive uses. Interior noise levels attributable to exterior sources should not exceed 45 dB(a) when doors and windows are closed. Noise-sensitive uses are considered to include:

- Residential, including single- and multi-family dwellings, mobile home parks, dormitories, and similar uses.
- Transient lodging, including hotels, motels, and similar uses.
- Hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care.
- Public or private educational facilities, libraries, churches, and places of public assembly.

The following general impacts from Section 5.10 of the OCP EIR (Volume I) are anticipated to result from future development on this site.

Impact NSE-1: Noticeable noise level increase: Build-out under the Community Plan could result in *potentially significant* noise impacts due to substantial noise level increases of 3 dB(A) or greater on secondary roadways throughout Orcutt.

Impact NSE-3: Construction related noise: Noise from grading and construction activity associated with development of Key Sites would result in *potentially significant* short-term, construction related noise impacts to sensitive noise receptors located within 1,600 feet of site preparation activities.

The following site specific impacts are also anticipated:

Impact KS1-NSE-1: Construction related noise. Construction related to future development of the site, particularly the use of earth moving equipment, etc., would result in a short-term *potentially significant* impact to residences surrounding the site. Short-term

noise levels for residents along the site would likely exceed the interior and exterior thresholds.

Impact KS1-NSE-2: Long-term operational noise. Noise from long-term operation of the commercial development, including trash compactors, air conditioning, delivery trucks, parking lot cleaning (due to typical early morning or late night hours), etc., will likely have *potentially significant* impacts on the surrounding residences.

Due to the site's proximity to Highway 101 and Clark Avenue, noise levels are generally high (60-65 dB across the site). The existing ambient noise environment at the project site is defined primarily by traffic on the U.S. 101 and Clark Avenue. The grading phase of project construction tends to create the highest construction noise levels because of the operation of heavy equipment. The potential noise sources associated with the commercial uses on the project site include on-site truck circulation, loading dock operations, roof top HVAC equipment, and drive-thru speakers. The proposed apartment units would be located within 500 ft. of Hwy 101 and surrounded by proposed commercial uses including a brewery/tavern, hotel, drive-thru restaurants, and retail commercial uses.

Scope of Supplemental EIR

- Analyze potential noise impacts to residents living in the proposed apartment units.
- Peer review the project's *Noise Study* (Rincon Consultants, Inc. June, 2016)

PUBLIC SERVICES

Impact Discussion:

The OCP EIR identified significant and unavoidable (Class I) impacts on police protection, solid waste, schools, and library services as a result of full build-out of the Community plan area. The following impact areas will need to be analyzed in the Supplemental EIR:

Schools: The proposed project includes the construction of 252 residential apartment units. This intensity of residential uses was not analyzed in the OCP EIR and will need to be included in the Supplemental EIR. Key Site 1 is located in the community of Orcutt and within the Orcutt Union School District (OUSD) and the Santa Maria Joint Union High School District (SMJUHSD). According to the County of Santa Barbara Environmental Thresholds and Guidelines Manual, a significant impact on school services is considered to occur when a project would generate sufficient students to require an additional classroom. This assumes 29 students per classroom for elementary/junior high students, and 28 students per classroom for high school students, based on the lowest student per classroom loading standards of the State school building program. This threshold is applied for those school districts currently approaching, at, or exceeding their current capacity.

A project's contribution to cumulative impacts to schools is considered significant if the project specific impact as described above is considered significant. In order to offset impacts to school services, the applicant would be required to pay state-mandated school impact fees. Pursuant to

Section 65995 (3) (h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."

Residential development in the area under cumulative conditions could generate enough new students such that it may exceed the capacity of schools within the OUSD and therefore require new or altered school facilities in the future. Future facilities that would need to be constructed as a result of cumulative development would be subject to subsequent environmental review. As discussed above, the collection of state-mandated fees (pursuant to Section 65995 (3) (h) of the California Government Code) is considered full and complete mitigation for impacts to public schools.

Police Protection: The County of Santa Barbara Thresholds and Guidelines Manual does not include significance thresholds for police protection. However, the Santa Barbara County Sheriff's Department (SBCSD) utilizes a standard service ratio of officer to resident of 1:1,200 and five-minute maximum response time. The increase in population resulting from the development of Key Site 1 would cause the police officer to population ratio to be further exceeded, increasing demand on existing resources. The current permanent staffing is 22 officers. Based on this value, the current service ratio is one officer per 1,368 residents in the Orcutt area. This exceeds the County standard of 1:1,200 and represents a deficit in existing police protection services. Additional outside support is provided through Mutual Aid Agreements with the Santa Maria and Guadalupe Police Departments and the California Highway Patrol. However, the project's contribution to the overall cumulative impact on the demand for police protection services would be potentially *Significant and unavoidable* (Class I) due to the pre-existing deficit in police protection services.

Solid Waste: The California Integrated Waste Management Act of 1989 (State Assembly Bill 939) required all cities and counties to develop a Source Reduction and Recycling Element (SRRE) for diverting 50% of their solid waste from landfills by the year 2000. City and County governments throughout the state of California responded by adopting waste diversion programs to meet the requirements of AB 939. To comply with the goals set by AB 939, the County of Santa Barbara requires a reduction in solid waste generation for all new development projects in the County. County waste characterization studies estimate that implementation of a source reduction and recycling program could reduce the total volume of waste generated by new development projects by approximately 50%.¹

The following general impacts from Section 5.14.3 of the OCP EIR (Volume I) were identified to result from future development on Key Site 1:

Impact SW-1: Increase in solid waste from 10-year build-out. Under the 10-year scenario, the community would generate approximately 8,970 tons/year of solid waste (3,070 units x 2.87 residents/unit x 0.95 + 600,000 sq.ft. x 0.001). Even with significant

¹ Santa Barbara County Environmental Thresholds and Guidelines Manual (1995).

efforts (50% reduction) toward source reduction and recycling this scenario would exceed the thresholds for solid waste, resulting in a *potentially significant* impact through creating a substantial contribution to the landfill exceeding capacity.

Impact SW-2: Increase in solid waste from full build-out. The full build-out scenario would generate approximately 19,476 tons/year of solid waste (6,300 units x 2.87 residents/unit x 0.95 + 2.3 million sq. ft. x 0.001). Implementation of AB 939 could reduce the solid waste stream by 50%, resulting in approximately 9,738 tons/year of solid waste being generated from full build-out of the Community Plan, which would still be considered a *potentially significant* impact by contributing substantially to the landfill exceeding capacity.

Impact SW-3: Increased need for a new landfill. The estimated increases in waste stream from both the 10-year and full build-out scenarios would reduce the useable life of the Santa Maria Landfill. The current estimate is that the Santa Maria Landfill has a life expectancy of thirteen years. Development of the draft Community Plan would further reduce the life expectancy of the Santa Maria landfill. This would be considered a *potentially significant* impact due to the difficulty in siting new landfills.

The following site-specific impact was identified in the OCP EIR:

Impact KS1-SW-1: Generation of waste. Build-out on the project site would generate approximately 446 tons of solid waste per year (372,000 sf. x 0.0012 = 446 tons). This would create *potentially significant* impacts to solid waste by exceeding the County threshold of 196 tons per year.

According to the OCP EIR, build-out on the project site would generate approximately 446 tons of solid waste per year from 372,000 sq. ft. of commercial development. The proposed project includes 247,920 sq. ft. of commercial development and 174,384 sq. ft. of residential development (252 apartment units) for a combined total of 422,304 sq. ft. The solid waste generated by the proposed 252 apartment units on Key Site 1 was not analyzed under the OCP EIR, and will need to be included in the project's Supplemental EIR.

Emergency and Health Care Services: The additional residents generated by the proposed project (252 apartment units) could reduce service ratios and response times for AMR ambulance service and will need to be analyzed in the Supplemental EIR.

Sewer Service: Sewer services for the project are proposed to be provided by the Laguna County Sanitation District (LCSO). The following general impacts from Section 5.13 of the OCP EIR (Volume I) were identified for future development of the site.

Impact WW-2: Additional trunk and feeder lines. Potential development allowed under the Community Plan would occur where no trunk or feeder lines currently exist or are proposed (Sites #12, 15, 22, and 33), creating *potentially significant* impacts to the provision of public services due to the lack of access to public sewer service.

Impact WW-5: Increase in grease or chemical levels. The development of restaurants, gas stations, car washes, manufacturing facilities and so on would increase the level of greases, oils and chemicals in the wastewater stream, creating *potentially significant* impacts to the District's ability to adequately treat wastewater flows due to a lack of appropriate filtration systems at the treatment plant.

The following site-specific impacts are also anticipated:

Impact KS1-WW1: Increase in TDS. The development of sit-down and fast food restaurants, will generate an increase in grease and chemicals in the wastewater stream, thereby creating *potentially significant* impacts.

Impact KS1-WW-2: Increased demand for sewage treatment. Development of the project site would create *potentially significant* impacts to community wide sewer service by generating substantial increases in sewage flows which would contribute substantially to the LCSD treatment plant exceeding both its current regulated capacity as well as to exceeding its long term physical plant capacity.

Since the OCP EIR was written and certified, Laguna County Sanitation District (LCSD) has completed a treatment improvement project to improve its effluent quality pursuant to RWQCB requirements. The OCP EIR did not analyze the project specific impacts to the sewer system as a result of the development of 252 residential apartment units on the project site. These impacts will need to be analyzed and included in the Supplemental EIR.

Water Resources: The County, in accordance with Orcutt Community Plan Development Standards, requires new development in the Orcutt area to be served by supplemental water in order to protect the groundwater basin. Water service would be provided by Golden State Water Company with dedicated water allocated in the amount of 65.09 AFY which is more than the 37 AFY per year reserved for the site per Golden State's groundwater allotment. An updated contract with the City of Santa Maria will be required to serve the project.

The following general impacts from Section 5.6 of the OCP EIR (Volume I) were identified as a result of future development on the site:

Impact WAT-1: Increased overdraft by 2006. Residential, commercial-industrial, municipal and agricultural growth within the Orcutt Planning Area projected to occur over the next ten years would create *potentially significant* impacts to groundwater resources as this growth would contribute substantially to ongoing and increased overdraft of the Santa Maria Groundwater Basin by generating an increase in net water demand of 1,610 AFY.

Impact WAT-2: Increased overdraft at build-out. Residential, commercial-industrial, municipal and agricultural growth within the Orcutt Planning Area permitted under build-out of the proposed Community Plan would create *potentially significant* impacts to groundwater resources as this growth would contribute substantially to ongoing and increased overdraft of the Santa Maria Groundwater Basin by generating an increase in net water demand of 3,304 AFY.

The following site-specific impact is also anticipated:

Impact KS1-WAT-1: Long-term increase in water demand. The County's Environmental Thresholds and Guidelines Manual identifies the threshold for the Santa Maria Basin is 25 AFY and an average Water Duty Factor for a commercial development of 2.05 AFY/acre. Development of 372,000 square feet of commercial space would use approximately 49 AFY which would create *potentially significantly* impacts to groundwater resources.

The OCP EIR did not analyze the project specific impacts to water resources as a result of the development of 252 residential apartment units on the project site. These impacts will need to be analyzed and included in the Supplemental EIR.

Scope of SEIR:

- Confirm the water demand for the project based on proposed development acreage, number of residences, and consumptive use factors that are contained in the *County's Environmental Thresholds Manual*.
- Assess the impacts of the project on solid waste and wastewater and identify additional mitigation measures as necessary.
- Assess the cumulative solid waste and wastewater impacts and the project's contribution to those impacts and identify mitigation measures as necessary.
- Identify any residual impacts upon implementation of mitigation.

TRANSPORTATION/CIRCULATION

Impact Discussion:

The OCP EIR assessed potential traffic impacts that could result from an envisioned total build-out of 372,708 square feet of commercial uses. The following general impacts from Section 5.9 of the OCP EIR (Volume I) are anticipated to result from future development on this site:

- CIRC-1:** Significant overall increases in traffic volumes/delays.
- CIRC-2:** Traffic volume increase to un-signalized intersections.
- CIRC-7:** Stillwell Road s/o Clark Ave. congestion.
- CIRC-14:** Alternative Transportation Mode deficit.
- CIRC-15:** Significant overall increases in traffic volumes/delays.
- CIRC-16:** Traffic volume increase to un-signalized intersections.
- CIRC-21:** Clark Avenue/Bradley Road traffic delays-congestion.
- CIRC-22:** Clark Avenue/Stillwell Road.
- CIRC-25:** Blosser Road/Clark Ave congestion-turning movements.
- CIRC-30:** Stillwell Road s/o Clark Ave. congestion.
- CIRC-35:** Alternative Transportation Mode deficit.
- CIRC-36:** U.S. 101/Santa Maria River Bridge widening.
- CIRC-38:** Regional traffic increase on Hwy 154; listed in Section 5.9 are anticipated impacts to result from future development on the site.

Generally, the cumulative impacts identified are associated with levels of service of roadways and intersections in the Orcutt and Santa Maria area. The impacts identify roadway sections and intersections that need to be improved as the community is built out in order to keep service at acceptable levels. (For a full discussion of the cumulative impacts, please see OCP 95-EIR-01.)

Site-Specific Impact Summary

The following site-specific impacts are also anticipated in the OCP EIR:

Impact KS1-CIRC-1: Increased congestion on local surface streets. Development of Key Site 1 without a through connection to Woodmere Road will result in a redistribution of approximately 1,500 to 2,000 ADT on local collector streets such as Stillwell Road, Kenneth Road, Harmony Road and Patterson Road.

Impact KS1-CIRC-2: Turning movement safety hazards. Project generated traffic would create *potentially significant* impacts to traffic safety and congestion at the project's entrance(s) and the extension of Woodmere with Clark Avenue by creating a significant increase turning movement conflicts for vehicles turning across Clark Avenue to access the site, particularly given the close proximity of the US Hwy 101 ramps, and to a lesser extent the intersection of Clark Avenue and Stillwell Road. Conflicting turning movements with the existing mobile home park driveway south of Clark Avenue could also occur, along with potential future driveways on Site 2.

Impact KS1-CIRC-3: Clark/Highway 101 interchange. Project-generated traffic of approximately 500 PHTs would create *potentially significant* impacts to the Clark Avenue/US Hwy 101 interchange through substantial contributions to cumulative impacts. This interchange is forecasted to operate at a LOS E/F with cumulative 10-year increases in traffic.

Impact KS1-CIRC-4: Bradley/Patterson intersection congestion. Increased traffic volumes as a result of build-out on Site 1 and the surrounding area will create *potentially significant* impacts through increased delays, turning movement conflicts, etc., warranting signalization to the Patterson/Bradley intersection.

Impact KS1-CIRC-5: Roadways exceed capacity. Project-generated traffic to Stillwell Road, south of Clark Avenue could create *potentially significant* impacts through turning movement safety and segments exceeding their acceptable capacity.

The Supplemental EIR will need to evaluate the proposed project's traffic impacts including the additional traffic resulting from the construction of 252 apartment units and compare it with what was evaluated for Key Site 1 in the OCP EIR.

Scope of Supplemental EIR:

- Explain the results of the Traffic Study prepared for the project (Pinnacle Traffic Engineering, September 1, 2017, revised April 26, 2018)
- Assess cumulative and build-out impacts to transportation/circulation (intersection and segment analysis) and identify the project's contribution to those impacts.
- Identify mitigation measures to reduce impacts to less than significant levels, if applicable.
- Assess residual impacts of the project after mitigation.

VISUAL RESOURCES / OPEN SPACE

Impact Discussion:

The 24.66 acre project site, identified as Key Site 1 in the Orcutt Community Plan is designated as a "Gateway" parcel subject to special aesthetic considerations due to its prominence in the public view-shed from U.S. Highway 101, an eligible highway for designation as a State scenic highway. Key Site 1 is also located along Clark Avenue, a major entrance point into Orcutt. The site is highly visible from both roadways and viewed by thousands of passing motorists every day. The site's gently rolling undeveloped grasslands and scattered trees along its boundaries with US Hwy 101 and Clark Avenue provide an open feeling to this entrance to the community. When combined with the undeveloped lands on Sites 2 and 3, as well as passing motorist views of the expansive open areas east of US Hwy 101 and the nearby Solomon Hills, the site acts as a key component of the currently semi-rural feel to this entrance to the community.

The OCP EIR reviewed the project site for the potential to develop 372,708 sq. ft. of commercial development with a maximum building height of 35 ft. (C-2 zone maximum building height). The proposed project includes 247,920 sq. ft. of commercial development and 174,384 sq. ft. of residential development (252 apartment units) for a combined total of 422,304 sq. ft. of proposed development. Three of the proposed structures would exceed the 35-ft. building height limit for the C-2 zone district: 1) Building Pad D (Drive-thru facility) – 38.5 ft.; 2) Building Pads A1/A2 (Mixed-Use Residential/Commercial buildings) – 59.9 ft.; and 3) Hotel Building – 68-ft. The applicant is requesting that the decision-maker consider approving a modification to the height limit of the structures listed above in conjunction with the Development Plan. The Supplemental EIR will need to analyze the potential aesthetic/visual impacts associated with the project's proposal to allow for building heights exceeding the 35-ft. height limit for the C-2 zone district.

The following General Impacts from Section 5.15 of the main OCP EIR (Volume I) are anticipated to result from future development on this site:

Impact VIS-1: Transformation from semi-rural to urban area. The location and extent of development permitted under the community plan would result in a *significant and unavoidable* visual impacts to the community through elimination of the community's existing urban perimeters, completing the transformation of the community from semi-rural to urban, and disrupting or eliminating scenic natural resources through -development and/or fragmentation of the community's major open space corridors in the foothills, along Orcutt Creek, along US Hwy 101, and in west Orcutt;

- Potential loss of major scenic natural resources including large tracts of open space, and;
- Visual intrusion on, and incompatibility of, new development within and adjacent to remaining open space areas.

Impact VIS-2: Increased night lighting. Increased development and associated night lighting from commercial development at and outside of the existing fringes of urban development would result in *potentially significant* disruption of the night sky through the installation of 92 street lights and substantial increases in other outdoor lighting.

Impact VIS-3: Unmaintained stormwater retardation basins. Construction of additional small steep sided, chain-link fenced in, poorly landscaped and maintained retardation basins would create *potentially significant* visual degradation of existing and new neighborhoods.

Impact VIS-4: Unmaintained roadway medians and planter strips. Construction of additional residential and commercial development and roads would include medians and planter strips which, if unmaintained, could result in *potentially significant* adverse visual impacts to motorists and surrounding residents through creation of weedy unmaintained areas lining some of the community's major roads.

Impact VIS-5: Degradation of views along gateway roads to community. Development of major shopping centers and higher density residential units on Key Sites #1, 2, 3, would result in *potentially significant* visual impacts through loss of semi-rural character, development of structures which eliminate views of the Solomon Hills and the Orcutt Creek corridor and which would be incompatible with the existing character of surrounding area (due to location, size, architectural style, etc.), resulting from conversion of this largely rural community gateway to an urbanized area.

Impact VIS-17: Expansion of urban activities into existing rural open space. Expansion of the existing urban area would result in the loss of existing urban perimeters, alteration of overall community character, loss of regional open space, and loss of traditional community boundaries, creating *significant and unavoidable* cumulative regional open space/aesthetic impacts.

Impact VIS-18: Degradation of views from designated scenic corridors. Development of the proposed plan would result in *significant and unavoidable* cumulative visual impacts to scenic view corridors of US 101 through intrusion of extensive urban development and elimination of open space and scenic vistas along the length of these roadways in the Santa Maria Valley.

The following site-specific impacts were also anticipated in the OCP EIR:

Impact KS1-VIS-1: Change in visual character of site. Construction of a major new shopping center on the site would create *significant and unavoidable* impacts to the current visual gateway to the community by introducing a highly urban use, with accompanying large buildings up to 35 feet high, fast food restaurants, extensive night lighting, and acres of asphalt parking into what is now an undeveloped or predominantly lower density single family area, changing the visual gateway of the community from semi-rural to highly urban.

Scope of Supplemental EIR:

- Identify the existing visual resources of the project site and its surroundings, including the site's physical attributes, its relative visibility from area roads, trails, and residences, and assess potential impacts to these resources from development of the proposed project including the apartment units.
- Identify the existing character of public views across, into, and out of the site and assess potential impacts to these views from the proposed development.
- Identify the night time setting and character of the site and surrounding area and assess the potential impacts to this nighttime character from proposed development.
- Analyze cumulative impact levels and the contribution of the proposed project to these cumulative impacts.
- Identify mitigation measures as necessary and residual impacts.

7.0 PROJECT ALTERNATIVES

Pursuant to Section 15126.6 of the CEQA Guidelines, the Supplemental EIR will need to consider and analyze a reasonable range of alternatives (at least three) to the proposed project. The alternatives selected should be capable of avoiding or lessening any significant environmental effects of the proposed project. Specific alternatives will need to be identified early in the process.

8.0 SUMMARY

The scoping described above is intended to provide the public and responsible agencies with a summary of the preliminarily identified environmental issue areas concerning the project. P&D staff will be responsible for identifying all potential environmental impacts of the project and developing mitigation measures/conditions of approval to meet current standards to address project specific impacts and the project's contribution to cumulative impacts as appropriate for each of the impact areas outlined above.

The application, project plans and technical reports in reference to the applicant's request are available and may be reviewed at the County of Santa Barbara Planning & Development Department located at 624 West Foster Road, Suite C, Santa Maria, CA 93455.

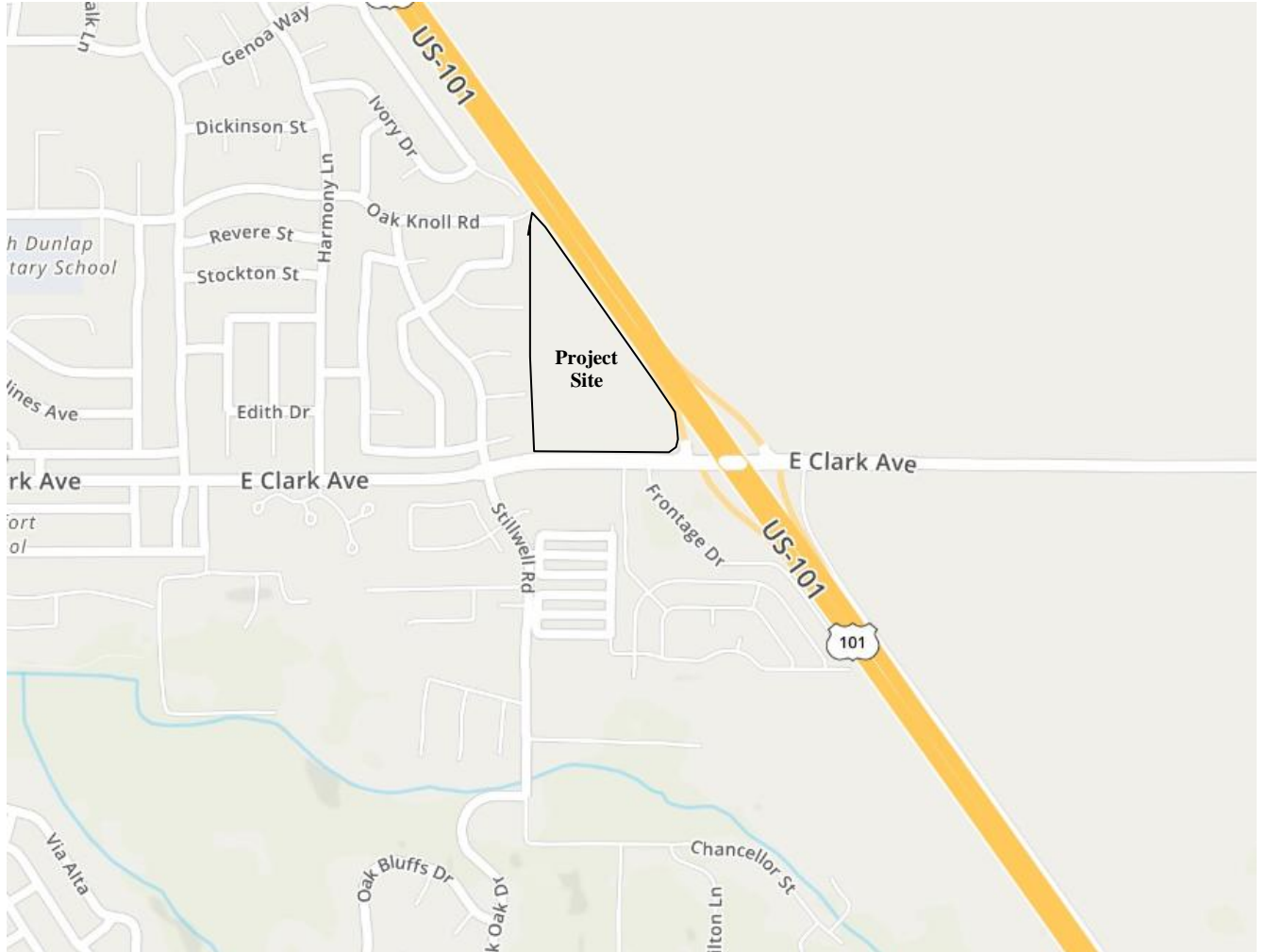
If you have questions about this project, please contact Dana Eady, Senior Planner, at (805) 934-6266

9.0 ATTACHMENTS

- A. Vicinity Map
- B. Project Plans

ATTACHMENT A

Vicinity Map



ATTACHMENT B

Project Plans