1.0 GENERAL CONCEPTS
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1.1 INTRODUCTION

The Entrada Este Specific Plan has been prepared in response to the Santa Maria Sphere of Influence and Concurrent Annexation Study Environmental Impact Report. The Specific Plan area is one of the "Alternative Areas" studied in the environmental impact report (February 1991). That EIR was certified September 15, 1992 and the Sphere of Influence was amended August 5, 1993.

1.1.1 Purpose of the Specific Plan

The purpose of this Specific Plan is to guide the development of Entrada Este and provide direction for community design. It is intended to implement policies of the City's General Plan. Particular emphasis is given to the establishment of development criteria commensurate with good design, provision of infrastructure and economic self sufficiency.

The adopted Specific Plan will set forth land use entitlements. This means that the plan will explicitly designate certain land uses for the individual planning areas including allowable densities and design requirements. Community infrastructure development may involve a number of implementation vehicles, including: developer fees, specific Mello-Roos districts, or integrated financing districts. Infrastructure development includes but is not limited to: circulation systems, utilities, schools, and landscape maintenance.

In March 2008, the City Council adopted the Enos Ranchos Specific Plan. The Enos Ranchos Specific Plan encompasses the 121-acre area located north of Betteravia Road and generally east of College Drive, which had originally been identified as Area A-2 of the Entrada Este Specific Plan. The Enos Ranchos Specific Plan provides land use classifications, zoning designations, circulation and infrastructure design, and other standards and regulations for the area previously known as Area A-2 of the Entrada Este Specific Plan. Although some Entrada Este Specific Plan guidelines are referenced in the adopted Enos Ranchos Specific Plan, the Enos Ranchos Specific Plan now supersedes this Specific Plan for the identified 121-acre area.

1.1.2 Authority

The Entrada Este Specific Plan is established through the authority granted to the City of Santa Maria by the California Government Code, Title 7, Division 1, Chapter 3, Articles 8 and 9, Sections 65450 through 65507.

Specific Plans are adopted by both resolution (policy areas) and ordinance (legislative areas). Both Planning Commission and City Council hearings are required. In either form, Specific Plans must be adopted by the City Council to be in effect.
This is a regulatory Specific Plan. It serves as zoning for the properties involved. Development plans, site plans and tentative parcel maps or tract maps in this area must be consistent with this Specific Plan. Development agreements must also be found to be consistent with the General Plan and this Specific Plan. The scope of subjects covered is the same as the scope of the General Plan, to the extent they apply to this portion of the community.

### 1.1.3 CEQA Compliance

The Environmental Impact Report (EIR) prepared for this Plan, in accordance with the California Environmental Quality Act (CEQA), will apply to future development plans, tentative tract maps, parcel maps and any other development processed in conformance with the Entrada Este Specific Plan. Future development projects that are consistent with this Specific Plan will require either no further environmental documentation or, in special cases, focused environmental analysis and action pursuant to Section 15162 of the CEQA Guidelines.

### 1.1.4 Discretionary Actions

Implementation of the Entrada Este Specific Plan will require several discretionary actions by LAFCO, the County of Santa Barbara and the City of Santa Maria.

These discretionary actions of the City include: a Zone Change, General Plan Amendment and adoption of the Specific Plan. As of this writing, the SP (Specific Plan) zone designation for the property has been adopted. The General Plan Amendment can occur concurrently with the adoption of the Specific Plan by the City Council as an ordinance. The adoption of the Specific Plan must occur prior to the application to LAFCO.

The discretionary actions of LAFCO in their sequence include: amendment of Santa Maria Sphere of Influence and annexation of the site from Santa Barbara County to the City of Santa Maria. The County acts as the lead agency for the applications to LAFCO. As of this date, the Sphere of Influence has been amended, the land uses for the property have been designated, and the property has been pre-zoned. The annexation must still be approved by LAFCO.

### 1.1.5 Summary of the Specific Plan Recommendations

The Entrada Este Specific Plan fulfills a variety of functions, including the provision of new housing options, freeway commercial uses, buffering between different land uses, the completion of College Road and the expansion of public facilities and the City’s park system.

**Land Use**

The Land Use Plan Exhibit shows three areas of different development intensity that characterize the Plan. The highest intensity area is concentrated in the central third of the site, around Betteravia Road and supports office, commercial
and high density residential uses. The area in the northern third of the site is the medium intensity area, supporting some commercial uses and medium density housing.

The south two-thirds of the project is primarily low density residential. Open space features include several parks, a system of trails and the preservation of some existing windrows and tree groves. An elementary school site is located near the center of the project.

**Circulation**

The Entrada Este Circulation Plan is a modified grid system. It is a logical connection of the existing street network. Implementation of the specific plan will complete the missing links in the City's circulation plan in the east side of town. The Circulation Plan Exhibit identifies the three road types included in the Specific Plan. The Circulation Plan also considers pedestrian and bicycle movement.

**Design Guidelines**

The Design Guidelines provide standards for project-wide features such as theme walls and entry statements, and for specific situations such as local streetscapes. This section contains sections which describe general and specific situations such as site planning, landscape, hardscape, lighting, parking, signage and architecture. The Entrada Este Specific Plan works with specific design themes to promote a unique identity for the project. Architectural design should be variations of the "California Ranch" and "Monterey" style.

**Infrastructure**

No public water or sewer facilities exist on site. The specific plan proposes systems with adequate capacity to serve the project at build-out. Water and sewer mains follow street alignments and are linked with the existing network surrounding the property.

Grading and drainage plans are coordinated to safely conduct up to 100-year storm flows along street alignments and open space areas to existing facilities surrounding the property.

**1.1.6 Organization of the Document**

The Specific Plan is divided into four parts. The General Concepts section presents an overview of the property and describes its location, existing conditions, background and objectives of the plan and existing municipal land use designations. They also include statements of CEQA compliance and authority.
The Land Development Plan sets forth land use, circulation and infrastructure plans. They provide a coordinated framework for the development of residential neighborhoods (at 4, 5, 8, 10, and 12, dwelling units per acre) and commercial uses. Also included is an open space trails system.

The Development Regulations establish permitted uses for each land use type, associated building standards, and overall project standards that control such factors as design guidelines, parking lot design, signage, and sound attenuation. The design guidelines establish design options and aesthetic direction that will result in neighborhoods and commercial districts that have cohesive, pleasing and related visual identities.

The Implementation and Administration section is designed to assure timely and faithful build-out of the Development Plan. The Phasing Plan establishes the build-out period and scheduling for infrastructure and land use construction. The comprehensive maintenance section assures proper maintenance of all public and private sectors of the planning area.

The Implementation Section also identifies financing options and discusses potential development agreements, plan processing procedures and Specific Plan Consistency with the City’s General Plan.

The Appendices section contains a variety of background data and technical analysis which helped in formulation of the Plan or will help in its interpretation. This material is informational but not regulatory. Appendix A presents construction cost estimates for public improvements such as circulation and infrastructure. Appendix B is the Drought Tolerant Plant Matrix. Appendix C presents housing yield calculations. Appendix D establishes criteria for the circulation improvements with respect to the Specific Plan. Appendix E presents the annexation time table as it relates to project implementation and phasing. Appendix F contains a noise attenuation study addressing traffic noise on site. Appendix G contains letters from the California Department of Fish and Game and Army Corps of Engineers regarding the status of the irrigation ponds on site.

Project Location

Regional Location

The study area is located in northwest Santa Barbara County on El Camino Real (U.S. Highway 101), approximately 10 miles inland from the Pacific Coast. The site’s south central coast location places it 60 miles northwest of Santa Barbara and 30 miles southeast of San Luis Obispo. Los Padres National Forest is approximately 20 miles to the east. Santa Maria is generally considered to be the center of activity for north Santa Barbara County.

Local Vicinity

The site is located in the County and has contiguous borders with the City of Santa Maria on the north, west and south sides, as shown on the Vicinity Map.
Exhibit. U.S. Highway 101 demarcates the eastern boundary. Betteravia Road, which bisects the site, is the primary access route. It leads west from the Freeway to existing commercial and residential areas that adjoin the site on the west boundary, specifically Santa Maria Plaza shopping center at the intersection of Betteravia Road and Miller Street.

Surrounding Land Use

To the north, adjacent to the freeway, is freeway commercial use. Broadway, the main north/south arterial through the City, is located one half mile west of the site. This road will provide project residents with access to the downtown area 2 miles north on Broadway. Santa Maria Airport is 2.5 miles southwest of the site. Vandenberg Air Force Base, a major north County employer, is about 20 miles to the southwest.

Entrada Este

The project, which totals 480¹ gross acres, is currently in agriculture production and is surrounded on three sides by single family residential and commercial uses. The fourth side is defined by U.S. Highway 101, across which is additional agricultural land. These conditions are shown on the Existing and Surrounding Land Use Exhibit. The site is bounded on the north, west and south by the city limit and on the east by U.S. Highway 101. It will support a range of residential and commercial uses and will function as an infill of urban development. The project will be the logical outgrowth of the development that already exists.

Primary access through Entrada Este and to the rest of the City will be via four major road improvements: Betteravia Road, College Drive, McCoy Lane and Bradley Road. Betteravia Road is the main east/west route. College Drive is the primary north/south arterial and will be extended to link with existing east/west segments. McCoy Lane will be extended southeasterly through the site to connect to a newly proposed interchange with U.S. Highway 101. Bradley Road will be extended south paralleling U.S. Highway 101. Near the proposed interchange Bradley Road will curve west intersecting College Drive.

¹ In March 2008, the City Council adopted the Enos Ranchos Specific Plan. The Enos Ranchos Specific Plan encompasses the 121-acre area located north of Betteravia Road and generally east of College Drive, which had originally been identified as Area A-2 of the Entrada Este Specific Plan. The Enos Ranchos Specific Plan provides land use classifications, zoning designations, circulation and infrastructure design, and other standards and regulations for the area previously known as Area A-2 of the Entrada Este Specific Plan. Although some Entrada Este Specific Plan guidelines are referenced in the adopted Enos Ranchos Specific Plan, the Enos Ranchos Specific Plan now supersedes this Specific Plan for the identified 121-acre area.
Exhibit 1 – Vicinity Map
1.1.8 Relationship to the City of Santa Maria General Plan

The Entrada Este Specific Plan applies to an area that is currently beyond the City of Santa Maria and Santa Maria's sphere of influence. Assuming annexation occurs, the Entrada Este site would come under the jurisdiction of the City of Santa Maria, and all relevant goals, policies and programs would apply.

The Entrada Este Specific Plan has been prepared to be consistent with the City of Santa Maria General Plan and shall serve as zoning for the site. Entrada Este applies a greater level of detail at a site specific level, with respect to development issues that are identified in the General Plan. Therefore, the Specific Plan becomes a bridge between the General Plan and the Zoning Ordinance.

General Plan policies would apply to any lands subsequently annexed into the City. A General Plan Amendment would be required upon inclusion of any new land areas within its corporate boundary as is the case with the Entrada Este Specific Plan. Currently, the site has no City land use designations because it is located outside the Santa Maria Sphere of Influence. However, the property is under the jurisdiction of Santa Barbara County. The existing County Comprehensive Plan designations are identified in the Existing County Zoning Map Exhibit.

1.1.9 Relationship to Other Specific Plans

**Sphere Study Specific Plans.** Entrada Este Specific Plan is one of six specific plans resulting from the City's Sphere of Influence Boundary and Concurrent Annexation Study EIR (February 1991). Similar to Entrada Este Specific Plan, the other five plans (known as Mahoney Ranch, Hidden Pines, Blosser-Southeast, Blosser-Southwest, and West Main Specific Plans) being processed by the City, include development standards for various areas being considered for annexation. Consequently, the format, development regulations and community design guidelines purposely address common issues, in a similar manner.

The Rivergate Roemer Specific Plan was adopted in 1994.

**Entrada Specific Plan.** The Entrada Specific Plan was adopted by the City in 1976. The objectives of the Entrada Specific Plan are to "protect and enhance the quality of the environment and future development found along the major entrance-ways to the City of Santa Maria." The boundaries of the specific plan can be expanded as the City expands, especially along the major corridors serving as City gateways.

The Entrada Specific Plan addresses the western gateways and major corridors of the City. The Entrada Este site also is a gateway and is in close proximity to the corridors addressed in the Entrada Specific Plan. However, Entrada Este, as its name implies, addresses eastern gateways and corridors of the City. Each of these two Specific Plans may influence the other to the extent that the Entrada
Specific Plan might be expanded to include corridors addressed in the Entrada Este Specific Plan. Treatment (landscape and design) of corridors bisecting both Specific Plan areas should be compatible.

1.1.10 Relationship to County Plans and Policies

**Santa Barbara County Comprehensive Plan.** The Santa Barbara County Comprehensive Plan provides the blueprint for development for unincorporated county areas. Santa Barbara County's Comprehensive Plan directs growth and orderly development, establishes matters of priority, and sets forth the goals of the County. Many of the plans and policies contained in the Santa Barbara County Comprehensive Plan address the preservation of open space and prime agricultural lands. The County regulates all unincorporated territory within its boundaries and LAFCO establishes priority for land which it considers to be appropriate for annexation.

Although the Entrada Este Specific Plan is written in direct relation to the City's General Plan (assuming annexation), it is still in conformance with the primary goals of the Santa Barbara County Comprehensive Plan which include: discouragement of "leapfrog" development; availability of resources, especially water, should dictate the rate at which economic and population growth should proceed; and findings that resources and services, including roads, are adequate to serve development projects.

1.1.11 Relationship to Annexation EIR and Mitigation Measures

The EIR that was prepared for the City's Sphere of Influence Study will satisfy all CEQA and environmental requirements for the Entrada Este Specific Plan. The Sphere of Influence EIR addresses the potential environmental impacts associated with the Specific Plan and is intended to serve as a Master EIR document for the specific plan project area. The EIR will apply to future development projects, site plans, tentative tract maps, parcel maps and any other development processed in conformance with the Entrada Este Specific Plan.

To summarize, policies and standards contained in this specific plan incorporate by reference mitigation measures deemed by the EIR as necessary to reduce environmental impacts resulting from this project to a less than significant level.
Exhibit 2 – Existing County Zoning Map
Local Agency Formation Commission Policies

The Santa Barbara County Local Agency Formation, or LAFCO, establishes standards designed to promote efficient and orderly development within urban areas. Since LAFCO has the power to approve or deny land annexation requests, it is critical that cities incorporate LAFCO policies in specific plans for areas under consideration for annexation. A summary of these policies follows. For a more complete discussion, refer to Section 5.0 (Land Use/Policy Analysis) of the City of Santa Maria Sphere Study Draft EIR (1991).

Discourage Urban Sprawl. LAFCO policies are geared toward orderly and logical development. To this end, land annexations must be physically contiguous to existing City limits. In addition, annexations must be within a City’s sphere of influence. Since the Entrada Este planning area is not within the City of Santa Maria’s Sphere of Influence, a boundary adjustment is necessary prior to or concurrent with annexation.

Protection of Agricultural Lands. LAFCO Policy IV states that: 
"...agricultural resources and support facilities should be given special consideration in sphere of influence designation. High value agriculture areas should not be included in an urban service sphere of influence." Because the northern portion of the site contains prime soils and is under agricultural contract, the phasing of development is projected to occur after the year 2001.

1.2 OPPORTUNITIES AND CONSTRAINTS

An analysis of existing conditions has yielded a set of opportunities and constraints for future site development activities. They are depicted in the Opportunities and Constraints Exhibit Number 4.

Land Use

The site is surrounded on three sides by existing uses; single family detached residential, auto sales and commercial office land uses. The fourth side is defined by the U.S. Highway 101 transportation corridor. These existing land uses were used as the rationale for the Specific Plan land uses. The Land Use Plan provides for primarily detached residential uses with commercial office and attached housing adjacent to the major transportation corridors of U.S. Highway 101 and Betteravia Road.

Circulation

U.S. Highway 101 is a major element of the Specific Plan’s physical structure. It provides a strong sense of boundary for the community and provides the opportunity for freeway-oriented commercial uses. Its major constraints take the form of noise, air quality and visual impacts that will have to be mitigated.
Exhibit 3 – Existing Conditions
Betteravia Road, an access point to the freeway, provides heightened visibility to Entrada Este by doubling as a designated City Gateway.

The disposition of the Entrada Este property provides the opportunity for improving north/south circulation in the City, with through-connections of College and Bradley Roads.

McCoy Lane will be extended across the site and will connect with U.S. Highway 101 at the newly proposed interchange. East of the proposed interchange McCoy Lane will enter Area C, another potential City annexation area. Therefore, McCoy Lane may ultimately provide direct linkage of these two areas.

Infrastructure

There are no existing infrastructure constraints for this project. All service connection points (gas, electric, phone, television, water and sewer) already exist directly adjacent to the site, as part of existing developments. No "leap-frogging" of infrastructure services will be required.

Physiography

Site topography is relatively flat with very little grade change. This condition presents an opportunity in the form of building sites that need little preparation aside from compaction. Exceptions to the flat topography are an escarpment north of Betteravia Road, and a natural drainage swale to the south. The escarpment spans the project site from east to west. It will be the location for a community park, where public views within the community and to the mountains beyond, will be at their best. The drainage swale, which runs from the southwest to the northwest, creates the opportunity for a pedestrian/bike trail that will link the east side residents to the school/park site, and the north/south trail network.

A mature windrow of eucalyptus trees spans the site from west to east at the approximate location of McCoy Lane. It provides the opportunity to incorporate a historical remnant of the previous agricultural uses of the land into the landscape plan. Similarly, a mature grove of eucalyptus trees is to be preserved near the southwest corner of the site as a park.

Visual Resources

From the northern portion of the Specific Plan area, single family residential development is seen to the west. To the north, construction of an auto mall has recently been completed and mixture of retail-office uses is under construction. U.S. Highway 101 borders the eastern edge of the site, and the Sierra Madre Mountains can be seen beyond. The most prominent feature viewed from the southern portion of the site, is a new office complex (North County Government Center) on the southeast corner of Betteravia Road and Miller Street.
Exhibit 4 – Opportunities and Constraints
The planning area can be described as having a common visual character due to the low amount of variation of natural features throughout the area. Visual sensitivity for this area is high due to its location adjacent to U.S. Highway 101 and the surrounding single-family residential uses. The area has moderate visual quality, with only a few introduced features, which do not fit the overall continuity of the area.

**Agriculture**

The initial conflicts that would arise from implementation of the specific plan are nuisance impacts associated with normal agricultural practices. Farmers and ranchers experience nuisance impacts such as trespassing, thievery, and intrusion by domestic animals. Residents complain of noise, dust, and odor generated by agricultural activities. Herbicide and Pesticide spraying can also disturb urban neighbors and would be subject to restricted use near residential areas.

**Agricultural Land Conversions**

Eventually, the agricultural lands located within the areas adopted by the sphere expansion would be converted to uses other than agriculture. Land use conflicts arise from this activity due to the direct loss of the use of the land for a particular activity and the loss of the benefit derived from the use. Development of the areas considered to have high agricultural values conflicts with the policies established by the City of Santa Maria and Santa Barbara County. The decision is related to the actual or perceived need for housing versus the need to retain prime agricultural lands.

The specific plan area possesses high quality agricultural soils. The dominant soil type (30 percent) consists of Class IV soil; however, 38 percent of the combined soil types consist of prime soils. In addition, the northern third of the area is under agricultural contract for an indefinite period.

The proposed land uses for Entrada Este would involve the conversion of the entire site to urban use, and thus the removal of approximately 444 acres currently in agricultural production, of which 140 acres are comprised of prime soil; and, the removal of approximately 156 acres, or, the entire northern third of the site from agricultural preserve. Development of the specific plan area and subsequent removal of 140 acres of prime soil, over 100 acres of high productivity, non-prime soils, and 156 acres of lands under LCA contract would result in a significant agricultural impact.

**Right to Farm Ordinance**

The conflict between agricultural uses and urban development is recognized as a national issue. Several states and local jurisdictions have adopted Right to Farm Ordinances which under certain circumstances nullify the right to bring common law action against farmers and ranchers. The State of California, under Civil
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Code Section 3482.5 protects land used for commercial agricultural production from becoming a nuisance to surrounding land uses if it has been operating for at least three years.

The Santa Barbara County Board of Supervisors adopted a Right to Farm Ordinance in June of 1988, and it is now part of the County Code Agricultural Section, Chapter 3. Under the terms of this ordinance, the County "recognize(s) the rights of operation, freedom of choice as to the methods of cultivation, choice of crops or types of livestock, rotation of crops and all other functions, within the traditional scope of agricultural management decisions and when conducted in a manner which is consistent with sound agricultural practices." Some restrictions have been implemented by the County on certain agricultural activities (i.e., pesticide spraying) due to their inherently hazardous characteristics.

The portion of the site north of Betteravia Road is currently protected by the County's Right to Farm Ordinance from potential lawsuits filed by City residents. If these areas are annexed into the City of Santa Maria, however, these agricultural lands would potentially become vulnerable to nuisance suits from neighboring residents. The city has not adopted a Right to Farm Ordinance finding that State law adequately protects farmers' rights.

Geology and Soils

- Earthquakes and Groundshaking
  The surface trace of the potentially active Santa Maria fault lies immediately adjacent to the northeast corner of the property. Section 6.9.1.1 of the Annexation EIR contains a detailed description of the Santa Maria fault. The City of Santa Maria General Plan, Safety Element (1987) indicates that the portion of the site underlain by alluvium is within Seismic Shaking Zone A, which is considered to be most hazardous with respect to earthquake risks in other portions of Santa Maria. All other portions of the site are within Seismic Shaking Zone B, which is considered to have moderate earthquake risks. The Santa Barbara County Comprehensive Plan, Seismic Safety and Safety Element (1979) has assigned a low geologic problems rating to the property vicinity, based on a combination of geologic, seismic, and soil conditions. However, the Santa Maria fault is potentially active and could generate significant impacts to life and property.

- Landslides/Mudslides
  The topography of the site generally slopes gently to the west, at an average gradient of 0.5 percent. An east-west trending, northerly sloping ridge, approximately 15 to 30 feet in height, traverses the northern portion of the area. Slope gradients are typically 7 to 20 percent; however, steeper slopes and escarpments are locally present. The central portion is traversed by a west-northwest trending, broad drainage, with an average slope gradient of 0.5 percent. Low-lying hills, up to 25 feet in height, are
present along the southern perimeter of the site. Slope gradients are typically 5 to 10 percent. The east-west trending ridge in the northern portion of the area has been designated as an area of steep slopes, which are susceptible to local failures, as designated by the City of Santa Maria General Plan, Land Use Element Update (1990). Therefore, potentially significant impacts could result from landslides.

- **Liquefaction**
  The Santa Barbara County Comprehensive Plan, Seismic Safety and Safety Element (1979) has assigned a low liquefaction problem rating to the site vicinity. Based on groundwater monitoring located in the eastern portion of the area, groundwater occurs at a depth of approximately 163 feet beneath the site. The absence of groundwater within 35 feet of the surface precludes the likelihood of the occurrence of liquefaction. Because liquefaction potential would be minimal, impacts resulting from this hazard would be less than significant.

- **Soil Expansiveness**
  The property has a low to moderate potential for soil expansiveness which indicates potentially adverse impacts to the project resulting from this hazard.

**Biological Resources**

Agriculture is the primary land use of the property. Ruderal (disturbed) vegetation exists along roadways and agricultural waste places, and includes mustard (*Brassica sp.*) and various non-native grasses. Eucalyptus windrows and a group of eucalyptus and Monterey cypress trees are located within this site. In addition, two irrigation ponds vegetated primarily with obligate wetland species, including common tule (*Scirpus acutus*) and duckweed (*Lemma sp.*), are present on site. These irrigation ponds are not considered to be wetlands because they do not fall under the jurisdiction of the Army Corps of Engineers or qualify as wetlands according to the Department of Fish and Game (DFG) because of its irrigation function (refer to Appendix G). The DFG letter suggests retention of the pond in the development plans for that portion of the site. Since the pond is seasonal it may be replaced by the storm drainage areas in the northern and central third of the site.

Wildlife observed at the ponds included an eared grebe, American coot, domestic duck, red-winged blackbird, Cooper's hawk, and bullfrogs. The Cooper's hawk was foraging within the pond and is listed as a species of special concern by the California Department of Fish and Game (CDFG, 1988).

Due to the proximity of U.S. Highway 101 and the extensive agricultural fields, no sensitive terrestrial animal species are expected to utilize the wetland. The eucalyptus trees provide suitable habitat for raptor species and Monarch butterflies. No sensitive plant species were observed or expected.
CHAPTER 1 GENERAL CONCEPTS

Noise

Primary sources of intrusive sound within the project areas is from motor vehicles traveling along nearby roads and highways and aircraft activities at Santa Maria Public Airport. The majority of traffic noise within the Santa Maria area is generated from U.S. Highway 101. Existing noise levels on site along segments of U.S. Highway 101 within the City of Santa Maria exceed a CNEL of 65 dBA within 300 feet of the centerline of the roadway (Acoustic Study for TMI Specific Plan, Santa Maria, Thomas Mitchell, June 1991). The 65 dBA contour for the existing traffic on Betteravia Road runs at a distance of 150 feet parallel to the road (Mitchell, 1991).

The Annexation EIR contains noise contours of the existing (1985) and projected future noise environment. These contours represent a general conception of noise levels in the project areas. These noise contours do not include the sound reduction effects of any walls, berms, and/or buildings that may be present.

The City of Santa Maria General Plan Noise Element, adopted April 21, 1987, provides the criteria for determining significant noise impacts to particular land uses. According to criteria in the noise element, a significant effect would occur if noise sensitive uses were exposed to an exterior noise level of 60 dB CNEL or greater, or an interior noise level of 45 dB CNEL or greater. Noise sensitive land uses are defined as residences, hospitals, nursing homes, and educational facilities. The maximum allowable noise levels in an exterior environment within the City of Santa Maria for commercial use is 65 dBA CNEL, while industrial use is 70 dBA CNEL.

Long-term noise level increases would result from the proposed residential/commercial land uses and vehicle traffic generated by the project on the surrounding road network. Future traffic on U.S. Highway 101 adjacent to the site will increase noise levels approximately 3 dBA. These increases in noise would cause future sensitive land uses along roadways in the project areas to be exposed to sound levels that exceed the significance threshold of 60 dBA CNEL.

Roadway setbacks, for residential uses in the project and use of noise reduction techniques (i.e., walls, berms, and glazed windows) to reduce noise levels to below the standard, have been incorporated into the development regulations of the Specific Plan.

The County of Santa Barbara's standard for interior noise levels for residential use is 45 dBA CNEL. Standard construction techniques provide an interior to exterior noise reduction of 20 to 30 dBA when the windows and doors are closed. The Specific Plan proposes an 8-foot sound attenuation wall at the edge of the right-of-way along Betteravia Road and a 12-foot sound attenuation wall on the edge of the right-of-way along U.S. Highway 101. In addition, a 35-foot rear yard setback is required for residential uses adjacent to U.S. Highway 101.
Appendix F contains an acoustic study with an analysis of future noise levels and the proposed mitigation (development regulation) for the residential land uses on site.

**Scenic/Cultural/Historic Resources**

The site is primarily devoted to row-crop agriculture. In addition to row crops, a "grasshopper-type" oil pumping unit, a dirt access road, and telephone poles are seen in the northern portion of the site. A man-made irrigation pond provides some scenic variation to the southwest of Betteravia Road/U.S. Highway 101 intersection. In the southern portion, row crops are bordered by rows of eucalyptus and other tree species.

From the northern portion of the site, single-family residential development is seen to the west, and an industrial complex has been recently completed to the north. U.S. Highway 101 borders the eastern edge of the site, and the Sierra Madre Mountains can be seen beyond. From the southern portion of the site, south of Betteravia Road, the most prominent off-site feature is another single-family residential development to the southwest.

The property can be described as having common scenic variety due to the low amount of variation of natural features throughout the area and the moderate sense of unity between the structural components of the site. Visual sensitivity for this area is high, however, due to its location adjacent to U.S. Highway 101, the primary travel corridor as one enters and departs from Santa Maria, and its location next to single-family residences on two sides. The area is of a high to moderate visual condition, with only a few introduced features, which do not detract from the overall continuity of the area.

Santa Maria's General Plan designates this area as having a low and negligible archaeological sensitivity, meaning that while the potential of finding cultural resources exists, none have yet been recorded. Such a designation indicates that the area is suitable for development, subject to proper legal constraints in the event of an archaeological discovery made during construction.

### 1.3 GENERAL GOALS AND OBJECTIVES

Goals of the Entrada Este Specific Plan are:

- To provide focused opportunities for economically viable residential and commercial/retail development;
- To establish land uses; automobile, pedestrian and bicycle circulation design treatments; site development standards and design guidelines which contribute to a desirable residential community.
- To expand the traffic handling capacity of arterial highways and local streets that serve the area to accommodate new development.
• To establish a sense of place, as well as continuity and consistency of development standards within the community.

• To provide recreation opportunities and an open space plan that are linked to the community trail network.

In summary, the goal of the Specific Plan is to implement an infill project that will make the best use of the site and that will improve circulation and the built environment with the City of Santa Maria. This will be accomplished through a series of land use, circulation and infrastructure plans. These plans will produce a quality living and working environment, efficient and pleasing circulation patterns and viable office and commercial uses that take advantage of freeway proximity and the logical extension of existing land uses.

1.3.1 General Plan Land Use Element Consistency

The Entrada Este Specific Plan is consistent with many of the goals, policies and objectives of the General Plan Land Use Element. The following section takes excerpts from the Land Use Element and discusses their application in the Entrada Este Specific Plan.

"GOAL L.U.2 -- URBAN SERVICES
Provide all necessary urban services and facilities for present and future City residents which include providing sufficient land for the community facilities (i.e., fire station, police station, library, cultural center)."

The Entrada Este Specific Plan is a balanced mixture of land uses providing park lands, a school site and a fire station site, commensurate with the needs generated by the residential and commercial uses.

"POLICY L.U.2 -- Infrastructure Timing
Insure that all urban services and infrastructure are planned and provided for in a timely manner and sufficient land is reserved for this provision.

The Entrada Este Specific Plan contains a phased infrastructure plan that parallels development of the site. This ensures that sufficient infrastructure capacity will be available prior to or as development proceeds. Similarly, development fees and lands designated for specific urban services (i.e., parks, fire station and school) will ensure expansion of community services in concert with site development.

"OBJECTIVE L.U.2c
Provide well-located commercial and industrial sites for new development that are adequately served by highways, railroads, utilities, and other municipal services and do not impact established residential areas."

The commercial uses are well located by their proximity to Betteravia Road and U.S. Highway 101. These locations have access from principal arterials and high visual exposure. Site development regulations and community design guidelines will reduce
potential conflicts where commercial uses abut residential areas. All community commercial designated sites are intended to provide for the needs of the immediate community without competing with downtown retail uses. All development of the site will be new (commercial and residential) as the site is currently under agricultural use.

As described above, the specific plan approach will ensure timely growth of municipal services and infrastructure commensurate with site development.

"OBJECTIVE L.U.2e
Coordinate future land uses with the Santa Maria-Bonita School District, Orcutt Union School District, and the Santa Maria Unified High School District to ensure that adequate school sites are reserved to support future growth."

The Entrada Este Specific Plan designates a school site adequately sized to accommodate the students generated in the first phase of development.

"OBJECTIVE L.U.2f
Ensure that development "pays its own way" by minimizing publicly financed and maintained facilities, and assume that development will be phased with construction and provision of supporting infrastructure, implement developer fees and improvement districts assuring adequate community facilities are provided as development occurs."

The developer will be responsible for the initial construction of the backbone infrastructure systems (roadways, storm drainage, water and sewer). Development fees shall be paid in lieu of infrastructure not provided by the developer. As noted above, infrastructure will be phased with site development, prior to or commensurate with facility demand.

"OBJECTIVE L.U.2g
Ensure that adequate land is provided for those institutional and public activities which will serve new development consistent with the established standards of the General Plan."

The combination of developer fees and land designations for school, park and fire station sites are proposed to serve the anticipated growth projected by standards in the General Plan and Annexation EIR.

"GOAL L.U.3 -- URBAN DESIGN
The City will promote quality urban design enhancing Santa Maria's character."

The Development Regulations and Community Design Guidelines promote quality urban design. Implementation of quality urban design is ensured through the City's development plan review process. The monitoring and maintenance programs ensure that quality development will be maintained throughout the life of the project.
"GOAL L.U.5 -- DEVELOPMENT CONTINUITY
Discourage sprawl and "leap-frog" development."

"OBJECTIVE L.U. 5a
Determine the nature and extent of development desired in the unincorporated areas located within the urban limit line and within the sphere study areas and prezone accordingly."

"OBJECTIVE L.U. 5b
Implement an annexation program which would encourage the phased annexation of those areas within the urban limit line."

The property is surrounded to the north, west and south by existing development; therefore, the plan is not a "leap-frog" development. The specific plan approach determines the location and intensity of land uses in this unincorporated area. One of the discretionary actions proposed by the specific plan is annexation of the site, so adoption of the specific plan essentially prezones the site.

"OBJECTIVE L.U. 5c
Undertake an infill program which will promote new development within the City on undeveloped or underdeveloped parcels ..."

Currently, the site is under cultivation. Assuming adoption of the Specific Plan, the entitlement will promote new development on what would be deemed undeveloped or underdeveloped land.

"OBJECTIVE L.U. 5d
Locate new development contiguous to compatible existing development."

The use and intensity proposed by the Entrada Este Specific Plan are compatible with surrounding development. Infrastructure (storm drainage, water, sewer) will be linked to adjacent systems. Office parcel(s) are adjacent to existing office development off site. The other office, commercial uses relate to U.S. Highway 101 and Betteravia Road. Residential uses are consistent with existing residential uses surrounding the site.

"GOAL L.U. 6a -- BALANCE GROWTH
Accommodate new development, balancing social, environmental and economic considerations."

The proposed mixture of land uses are a balance of residential and employment generating uses. Community services will be mitigated by a combination of developer fees and land dedications. As proposed, the project conforms to or is less intense than the project analyzed in the Annexation EIR. Therefore, if the mitigations proposed in the Annexation EIR are implemented, then the environmental considerations shall be met.
"OBJECTIVE L.U. 7a
Require the use of buffers between incompatible land uses by using berms, walls, open space, landscaping, bike paths, and arterial streets where appropriate ..."

"OBJECTIVE L.U. 7b
Protect residential neighborhoods from encroachment by incompatible nonresidential uses and the impacts associated with adjacent nonresidential activities."

The intent of these objectives is to reduce land use conflicts. The Entrada Este Specific Plan purposefully utilizes buffers to reduce conflicts between adjacent land uses and arranges land uses to create a transition from more to less intense activities. This transition extends to adjacent off-site residential and commercial development also as indicated above.

"OBJECTIVE L.U. 7d
Where industrial and intense retail development borders residential development, the circulation pattern should be designed to avoid direct conflicts so that industrial and commercial traffic does not enter residential neighborhoods. Create cul-de-sacs and locate industrial districts along major arterial streets ..."

Nonresidential uses are clustered along Betteravia Road and U.S. Highway 101 (both principal arterials). Therefore, commercial traffic may utilize principal arterials without having to cross residential areas.

The Circulation Plan is designed to limit commercial traffic in residential areas. Where commercial and residential uses abut, local arterials serving the commercial sites do not penetrate residential areas. In other words, no direct access will be permitted from a residential area into an adjacent commercial area.

"OBJECTIVE L.U. 7e
Industrial, commercial and office uses shall provide sufficient on-site parking facilities to accommodate their equipment and parking needs."

The specific plan parking requirements shall meet or exceed City standards, therefore providing sufficient parking.

"OBJECTIVE L.U. 7f
Where residential development takes place along arterials and collectors, every effort should be made to mitigate the negative impacts of traffic on the residential uses. Mitigation measures include setbacks, landscaped buffers, walls, and limited or no driveway access into individual dwelling units."
The Circulation Plan and Community Design Guidelines, prevent direct access from a dwelling driveway onto an arterial or collector street. Sound walls are proposed to attenuate noise from U.S. Highway 101 and Betteravia Road on adjacent residential areas. Additionally, increased rear yard setbacks for residential areas adjacent to U.S. Highway 101 required in the Development Regulations will aid noise attenuation. Other route related circulation design measures are outlined above.

"POLICY L.U.9 -- Housing for All Economic Segments of Society
Ensure that adequate housing is provided for all economic segments of the population through a diversity of housing types, sizes, and density ..."

"OBJECTIVE L.U.9d
Provide a balance of areas for all housing types and sizes which are compatible with the surrounding land uses."

The Land Use Plan designates residential land uses for the entire range of densities found in the General Plan. The Development Regulations and Community Design Guidelines provide a flexible framework to permit a diversity of housing products. The specific plan provides the opportunity for construction of housing for each economic segment of the population. Compatibility with surrounding land uses is discussed above.

"GOAL L.U.10 -- PROMOTE HIGH QUALITY COMMERCIAL AND INDUSTRIAL DEVELOPMENT
Continue to promote quality commercial and industrial development in Santa Maria and encourage the upgrading and revitalization of the existing commercial and industrial areas."

"OBJECTIVE L.U.10a
Encourage the development of community commercial activities and centers along the major arterials serving the City such as Broadway and Main..."

Commercial land use designations are clustered along Betteravia Road and U.S. Highway 101. The access, visibility and Community Design Guidelines will promote high quality commercial development along the principal arterials. The relationship of the nearby residential uses and circulation patterns will ensure that the commercial uses become the focal point of the project.