Town of Los Alamos
Community Vision

“The charm of Los Alamos lies in its rural setting, western history and small town character. The mixture of housing styles, sweeping rural vistas of ranch land, vineyards, and mountains bring a peaceful, pastoral existence to its residents. Neighborhood tree-lined streets without sidewalks, curbs, or traffic signals contribute to the rural small town character. The dark, star-filled night skies enhance our unique rural setting. Historic buildings and the lovely Los Alamos Park add features of interest for locals and visitors.

The community envisions a future that preserves the quiet small town lifestyle within our present borders, while encouraging a vibrant commercial core through managed growth over the next 20 years. The Community Plan’s Goals, Policies, and Development Standards promote and protect this vision. A clear urban boundary defines our relationship to the expansive farmlands and beautiful hills which surround us. The downtown form-based code and design guidelines encourage the development of a growing business district while ensuring compatibility with the town’s western history. The Plan provides protections for a safe and healthy community with a high priority placed on environmentally protected growth and resource conservation.”

Los Alamos Planning Advisory Committee, April 2010
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ACKNOWLEDGMENTS

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Adopted February 15, 2011

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# Los Alamos Community Plan

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I. INTRODUCTION
A. COMMUNITY PLAN LOCATION AND BOUNDARIES

1. REGIONAL

The Los Alamos Community Plan Area (Plan Area) establishes and regulates land uses in the Town of Los Alamos, an unincorporated community located in west-central Santa Barbara County. Los Alamos is located in a narrow valley traversed by the San Antonio Creek watershed between the Purisima Hills and the Solomon Hills approximately 15 miles southeast of the City of Santa Maria and 50 miles northwest of the City of Santa Barbara on U.S. Interstate 101 (Figure 1). U.S. Highway 101 passes through the community in a northwest to southeast direction and provides the principal connection between Los Alamos and Santa Maria to the north, and the Santa Ynez Valley, Goleta, and Santa Barbara to the South. State Route 135 is the main transportation corridor through downtown Los Alamos, connecting Los Alamos with agricultural lands, State Route 1, and Vandenberg Air Force Base to the west.

Figure 1: Vicinity Map
2. THE LOS ALAMOS COMMUNITY PLAN AREA

The Plan Area is approximately one square mile in area and encompasses just over 460 acres. The Los Alamos urban boundary line distinguishes the town from the surrounding rural area in the County of Santa Barbara Comprehensive General Plan and was established when the Board of Supervisors adopted the Los Alamos Community Plan in 1994. The urban boundary line is shown in Figure 2 and is depicted on the County of Santa Barbara Comprehensive Plan map (See map COMP-8).

The urban area includes the original Los Alamos town site established in 1879, and encompasses the larger lots which were recorded as part of the town of Los Alamos in 1881 located on both sides of Highway 101. These larger lots range in size from six to 150 acres. The original town site is primarily comprised of 10,000 square foot lots. The urban area also includes the Los Alamos Cemetery (which dates from 1888) and the Los Alamos County Park (established in 1972).

The Los Alamos Community Services District (LACSD) owns and maintains Ferrini Park, and provides water and wastewater treatment services to the community. While the LACSD boundary line and urban boundary line are coterminous throughout most of the town, the LACSD currently does not include several large parcels located in the hills northeast of Highway 101. Figure 2 shows both the urban boundary and the LACSD boundary lines.
B. LEGAL AUTHORITY, PURPOSE, AND INTENT

1. PURPOSE AND INTENT

The Town of Los Alamos was last reviewed for appropriate land use and zoning by the Board of Supervisors as part of the adoption of the Los Alamos Community Plan in 1994. Since adoption of the Community Plan, new development has taken place that addressed constraints to development associated with public water and sewer service. More recently, interest in developing beyond the current urban boundary provided the impetus to examine the extent and the manner in which the community desires to grow. In addition, the community has expressed interest in playing a larger role in providing input to County decision-makers on current projects proposed in and around its urban boundary.

In 2005, the owner of property partially within, but mostly outside the community’s urban boundary (APN 101-100-038), approached the County with a Specific Plan application. The project, identified as Los Alamos Commons, included a proposal to develop approximately 200 housing units on 104 acres located northwest of the town. The Board of Supervisors decided that the project should not be considered individually since it involved a proposed expansion of the community’s urban boundary. Rather, the Board of Supervisors directed that the proposal be considered as part of a Community Plan update. The Board of Supervisors initiated an update to the Community Plan and formed the Los Alamos Planning Advisory Committee (LAPAC) on August 8, 2006. Community meetings with the LAPAC began in October 2006. In April, 2007, the LAPAC voted to not expand the urban boundary and instead focus on urban infill and revitalizing the existing Los Alamos downtown.

The Los Alamos Community Plan provides a framework for future planning decisions for use by County decision-makers, the community at large and landowners of property in the Los Alamos area. The Community Plan also defines Los Alamos’ potential for future growth and improvement in the areas of land use, circulation, public facilities and services, infrastructure, open space, and design standards. The Community Plan provides mechanisms for the provision of adequate public facilities to accommodate the projected growth in Los Alamos. While it is expected that refinements and minor changes to this document may need to occur as time passes and new expertise is brought to bear on community issues, the policies and land use changes should continue to provide a reasonable balance between the often competing needs of residential, industrial and commercial uses in the community.

2. COMPREHENSIVE GENERAL PLAN REQUIREMENTS

California State law (Government Code sections 65300 et seq.) requires jurisdictions to prepare a comprehensive, long-term general plan with land use diagrams and text to guide development. The Comprehensive General Plan must have at least seven state mandated elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. Santa Barbara County’s Comprehensive General Plan includes several optional elements permitted by state law, including the Agricultural, Energy, Scenic Highways, and Environmental Resource Management Elements. General Plans must be amended regularly to remain “current”. General Plans are
further defined and implemented through zoning maps and ordinances, which must be consistent with the General Plan.

3. WHAT IS A COMMUNITY PLAN?

Community Plans focus on general planning issues pertaining to an identified geographical area or community. Community Plans are commonly used in Counties or large cities that contain a variety of distinct regions. Community Plans are adopted in the same manner as a general plan amendment and are similarly implemented by local ordinances (e.g., zoning). A Community plan must include or reference each of the General Plan’s seven mandatory elements, and must be internally consistent with the overall General Plan.

Applicable policies from this Community Plan amend elements of the County's Comprehensive Plan, yet the full Community Plan will also be maintained as a separate stand-alone document, providing a more defined blueprint for future land use decisions in Los Alamos.

The Los Alamos Community Plan sets out specific goals and policies relating to community development, public facilities and services, and resources and constraints. The Community Plan also designates the type of land use (e.g. residential, commercial, industrial) allowed for each parcel within the Los Alamos Planning Area, and the maximum density allowed for residential parcels (e.g. one unit per acre, 4.6 units per acre, etc.). These designations determine the amount of growth that can be expected to occur through potential subdivision of land or infill development. Zoning for every parcel has been mapped consistent with the land use designations and density specified in the Plan.

The policy direction and development standards of the Los Alamos Community Plan govern site-specific development proposals; however, site-specific environmental review and planning permit approvals are still required for specific developments. The applicable zoning ordinance in the Plan Area is the Land Use and Development Code of Chapter 35 of the Santa Barbara County Code.
C. AN OVERVIEW OF THE LOS ALAMOS COMMUNITY PLAN

The Town of Los Alamos, California is located in one of six unincorporated communities in Santa Barbara County that lie within the jurisdiction of a Community Plan. The Community Plans establish the local vision of the community while implementing the overarching long-term policy guidance of the Santa Barbara County Comprehensive Plan and State planning law.

1. STRUCTURE OF THE LOS ALAMOS COMMUNITY PLAN

The Los Alamos Community Plan describes trends and the goals, policies, actions and development standards to attain outcomes leading to realization of identified community needs, services, and land uses.

The Plan groups each of the seven mandated General Plan Elements into the following elements:

- Community Development
- Public Facilities and Resources
- Resources and Constraints

2. ORGANIZATION AND DEFINITIONS

Specific goals, objectives, policies, actions and development standards, as defined below, follow in each Super Element.

Goal: A goal is an ideal future end, condition, or state related to the public health, safety or general welfare toward which planning efforts are directed. A goal is a general expression of community values and therefore is abstract in nature (e.g., “An aesthetically pleasing community,” or “quiet residential streets”).

Policy: A policy is a specific statement that guides decision making that is based on a general plan’s goals as well as the analysis of data. Policies should be clear and unambiguous (e.g., “Infill development at specified densities shall be encouraged, and scattered urban development shall not be allowed”).

Action: An action is a one-time action, program, procedure or development standard that carries out General Plan policy. Not all policies require actions.

One-time Actions - One time actions usually are adopted concurrently with the Community Plan, or post-adoption as an implementation measure.

Programs – Programs are actions that are primarily administrative functions, such as the development of an ordinance or study to address a goal (e.g., “A Tree Preservation Ordinance shall be drafted”). Program Actions will be adopted with the goals, objectives and policies of the Plan.
Development Standards: Development standards are measures that will be incorporated into development projects to provide consistency with certain policies of the Community Plan. Not all policies require development standards.

3. URBAN AND RURAL AREAS

Established in the 1980 Comprehensive Plan, the Urban/Rural Boundary Line is a significant planning tool that promotes compact, efficient land development, and helps to preserve agriculture and open space. Its primary function is to prevent the kind of sprawling haphazard urban growth that characterizes other parts of Southern California. The Boundary Line separates areas adequately served by existing - or logical extensions of - public infrastructure (Urban) and areas best suited for agriculture and open space (Rural). As the developable areas are built out, expansion of the urban area may be considered to accommodate additional growth while continuing to protect agriculture and areas inappropriate for development, such as watershed areas.

4. THE COMMUNITY PLAN UPDATE PROCESS

The Santa Barbara County Board of Supervisors utilizes General Plan Advisory Committees (GPAC) comprised of local citizen and stakeholders to gather input from the community to ensure that preferences for land use are addressed in the Community Plan, and that each community’s unique geographic setting and social distinctiveness is considered in developing the local land use plan.

In 1990, the Board of Supervisors appointed the Los Alamos Planning Advisory Committee (LAPAC) to work with County staff to prepare a community plan for Los Alamos. The work culminated with the Board of Supervisors adoption of the Los Alamos Community Plan on February 8, 1994 which became effective on Thursday March 10, 1994. This plan updates the 1994 Plan.

The Los Alamos Community Plan Update

More recently, a Specific Plan proposal to expand the Los Alamos Urban/Rural Boundary Line to the west provided the impetus for the Board of Supervisors to re-examine the goals and policies of the 1994 Los Alamos Community Plan. The Board of Supervisors formed a new Los Alamos Planning Advisory Committee (LAPAC) on August 8, 2006 and initiated the Los Alamos Community Plan update to assess the Town of Los Alamos citizens’ preferences for future land use and the type and form any future development in Los Alamos would have.

The Los Alamos Community Plan update process included 39 public meetings of the Los Alamos Planning Advisory Committee (LAPAC) and a community visioning workshop. The initial series of meetings which began in 2006, informed the public and the LAPAC on the current demographic profile of the community, as well as the status of public facilities, services,
resources and constraints. The all-day community visioning workshop was held on a Saturday and provided the public an opportunity to develop and voice their goals and desires for the future of Los Alamos. Following the workshop, the LAPAC meetings focused on development of new goals and policies, as well as refinements and revisions to those stated in the 1994 Plan.

Staff from various County Departments, the California Department of Transportation and the Los Alamos Community Services District participated in the process to provide information in their respective areas of expertise. Because a desire for additional commercial goods and services and revitalization of the Bell Street commercial corridor emerged as a strong community priority, the County hired two private consulting firms to study the economic development potential of the Los Alamos downtown. These firms analyzed land uses, prepared a retail market analysis and commercial investment feasibility study. Working together, the firms prepared a series of building prototypes suitable for the lots typical of downtown Los Alamos and identified constraints to development, together with potential regulatory changes which would stimulate investment. At the close of environmental review in 2009, the LAPAC held a series of additional public meetings to review the environmental comments, additional staff recommendations, and finalize recommended goals and policies of the Community Plan Update.
D. COMMUNITY PLAN GOALS AND GUIDING PRINCIPLES

The goals and guiding principles established during the workshop and public meetings provide the foundation of the Community Plan and were instrumental in realizing the successful completion of the plan update. The goals establish the overarching vision of the community while the policies, actions, and development implement the vision through subsequent actions. The guiding principles further communicate the values and desired outcomes identified by the community. The goals are presented in this section in the order they appear in the Community Plan and are followed by the guiding principles.

1. COMMUNITY DEVELOPMENT GOALS

Land Use – General:
- Encourage Growth Within the Community Plan Area Rather Than Expanding The Existing Urban Boundary.

Land Use – Residential
- Encourage Infill And Mixed Use Residential/Commercial Growth Within The Existing Urban Boundary.
- Encourage And Protect a Diversity Of Housing Types, While Maintaining The Small Town Feel And Rural Identity Of The Community.
- Strive To Ensure That The Community Of Los Alamos Provides Housing Opportunities For All Economic Segments Of Its Population.

Land Use – Commercial:
- Encourage New Commercial Development Which Is Oriented Towards Serving The Needs Of Local Residents. Visitor-Serving Commercial Uses Shall Also Be Supported To The Extent That They Also Provide Services To Residents That Would Not Otherwise Be Available In The Community.
- Encourage Infill And Balance the Mixed-use Residential/Commercial Development Within The Existing Urban Boundary.
- Strive To Create a Pedestrian-Friendly, Safe Environment Along Bell Street.

Land Use – Industrial:
- Strive To Ensure That All Industrial Development And Uses Are Consistent with The Scale And Unique Setting Of Los Alamos.

2. PUBLIC FACILITIES AND SERVICES GOALS

Public Facilities and Services – General:
- Provide For Adequate Public Facility And Service Capacity To Support Land Use Buildout As Defined In The Community Plan.
Traffic, Circulation and Parking:
- The County Shall Strive To Permit Reasonable Development Of Parcels Within The Community Of Los Alamos Based Upon The Policies And Land Use Designations Adopted In This Community Plan, While Maintaining Safe Roadways And Intersections That Operate At Acceptable Levels.
- The County Shall Continue To Encourage The Use Of Alternative Modes Of Transportation Such As Bicycling, Walking, Carpooling, And Other Forms Of Ridesharing.

Fire Protection:
- Reduce Fire Hazards Community-Wide While Preserving And Enhancing The Hillside Views.

Parks, Recreation, and Trails:
- Protect Diverse Outdoor Recreational Opportunities So That The Community's Current And Future Recreational Needs Are Met To The Maximum Extent Feasible.

Police Protection:
- Ensure Adequate Police Services For Los Alamos To Protect Property And Provide Public Safety.

Resource Recovery:
- Provide Community-Wide Resource Recovery Opportunities.

Schools:
- Coordinate With The School Districts To Provide Adequate Classroom Space While Planning For Future Growth.

Wastewater System:
- Link Development To A Well-Managed Wastewater System That Best Serves The Public Health And Welfare.

Water System:
- Minimize Depletion Of The Area's Groundwater Resources Through The Promotion Of Water Conservation And An Overall Reduction In Groundwater Use.

3. RESOURCES AND CONSTRAINTS GOALS

Air Quality:
- Maintain Healthful Air Quality In The Los Alamos Valley.

Biological Habitats:
- Maintain The Quality Of Streams, Sloughs, Drainage Channels And Areas Adjacent To Such Waters. Protect, Maintain, And Restore Significant Habitat And/Or Vegetation
Within The Town’s Urban Boundaries.

Flooding and Drainage:
– Provide Adequate Drainage Within The Los Alamos Planning Area To Eliminate Flooding And Drainage Problems.

History and Archaeology:
– Preserve And Protect Those Cultural And Historic Resources Deemed Of Special Significance To The Maximum Extent Feasible.

Noise:
– Strive To Ensure That Residents Of The Planning Area Are Not Exposed To Harmful Noise Levels.

Visual and Open Space Resources:
– Maintain The Small Town Feel And Rural Character of The Town of Los Alamos And Integrate a Respect for Open Space Views and The Aesthetic Qualities Of The Community In All Facets Of Project Design.

4. PRINCIPLES GUIDING THE COMMUNITY PLAN

Community:
– Promote Maximum Public Participation In Achieving Community Goals.
– Promote A Sense Of Community Spirit.

Business and Professional:
– Encourage Business And Professional Services For The Benefit Of The Residents And The Economy Of The Community.
– Promote Mercantile Concerns To Be Competitive And Attractive To Both Local And Visiting Public Needs.

Land Use and Services:
– Encourage Land Use That Is Compatible With The Residential, Commercial, Industrial, Recreational, And Public Utility/Governmental Needs Of The Community.
– Maintain The Existing Fire Station In Town, Either At Its Present Location Or In Proximity To The Downtown Area.
– Create More Opportunities For Recreational Activities And Sports By Improving Existing Facilities And Facilitating Youth Leagues.

Visual Resources:
– Promote the Western Commercial Theme.
– Protect The Visual Character Of The Community.
– Encourage Land Use and Architectural Design That Maintains Or Improves The Community's Visual Resources.
Regional Interrelationships and Communication:
- Improve Communications And Coordination Between Organized Bodies; e.g., Local, County, State, Federal, and the Community.
- Promote Joint Planning Efforts With Public And Private Entities With Regard To Issues Affecting The Community (i.e., Economic Expansion, Natural Resources)
- Promote Coordination With Local, County, and State Authorities To Provide Adequate Roadways To support Existing And New Development, Including Farm-Related Traffic, In The Community.
- Encourage Planning That Recognizes The Significance Of Surrounding Factors That May Affect The Community.

Agriculture:
- Respect And Protect Existing Adjacent Agriculture From Urban Impacts.
E. EXISTING COUNTY PLANS AND POLICIES

This section contains a summary of policies from the Santa Barbara County Comprehensive Plan which are relevant to land use considerations in the Los Alamos planning area. The Los Alamos Community Plan is intended to revise the Land Use and Circulation elements of the Comprehensive Plan to provide specific policy direction for the Los Alamos planning area; however, existing county-wide policies will remain in effect. Listed below are existing comprehensive General Plan Policies that are most relevant to the Plan Area.

1. LAND USE ELEMENT

The Land Use Element has four fundamental goals which are listed below.

1. Environment
   “Environmental constraints on development shall be respected. Economic and population growth shall proceed at a rate that can be sustained by available resources.”

2. Urbanization
   “In order for the County to sustain a healthy economy in the urbanized areas and to allow for growth within its resources and within its ability to pay for necessary services, the County shall encourage infill, prevent scattered urban development, and encourage a balance between housing and jobs.”

3. Agriculture
   “In rural areas, cultivated agriculture shall be preserved and where conditions allow, expansion and intensification should be supported. Lands with both prime and non-prime soils shall be reserved for agricultural uses.”

4. Open Lands
   “Certain areas may be unsuitable for agricultural uses due to poor or unstable soil conditions, steep soils, flooding or lack of adequate water. These lands are usually located so that they are not necessary or desirable for urban uses. There is no basis for the proposition that all land, no matter where situated or whatever the need, must be planned for urban purposes if they cannot be put to some other profitable economic use.”

The Land Use Element also contains various policies intended to guide development. The following is a listing of the policies most applicable to the Los Alamos Community Plan Area.

Land Use Development Policies
Policies which establish guidelines for development in order to respect constraints imposed by geology, biology, and other physical environmental characteristics. In addition, these policies require the availability of public services to serve a project prior to development.
Streams and Creeks Policies
All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution. These policies are directed toward regulation of development within stream corridors including the establishment of buffers, limits on grading, runoff and sedimentation, and prohibitions on the installation of septic systems and concrete channelization.

Hillside and Watershed Protection Policies
Nine policies intended to guide development on hillsides and within watersheds are specified in the Land Use Element. These policies call for minimizing cut and fill, fitting development to the site topography, soils, geology, hydrology and other natural features, and specifying techniques for minimizing the effects of necessary grading.

Flood Hazard Area Policies
The intent of these policies is to avoid exposing new developments to flood hazards and to reduce the need for future flood control protection devices and resulting alteration of streams by regulating development within the 100-year flood plain.

Historical & Archaeological Sites Policies
These policies establish criteria for mitigation of potential impacts to historical and archaeological sites.

Parks and Recreation Policies
These policies state that opportunities for hiking and equestrian trails should be preserved, improved, and expanded wherever compatible with the surrounding use. Bikeways shall be provided where appropriate for recreational and commuting uses. Future development of parks should emphasize meeting the needs of local residents.

Visual Resources Policies
These policies require structures to be compatible with the existing community and protect areas of high scenic value and scenic corridors.

Air Quality Supplement Measures
These measures are aimed at reducing the need to commute by automobile (e.g. mixed uses, infill development) and increasing the attractiveness of bicycling, walking, transit and ridesharing.

Applicability: The Los Alamos planning area is subject to environmental constraints (e.g. slopes, flood plains, unsuitable soils) and infrastructure and public service constraints (e.g. water, drainage systems, sewer, schools). In addition, the area has valuable resources worthy of preservation (e.g. sensitive biological habitats and species, open space, historical and archaeological sites, and visual resources). As a result, projects proposed within the Los Alamos planning area would be analyzed for consistency with the above policies.
2. **HOUSING ELEMENT**

Housing Policies - These policies require the County to make provision for an adequate amount of affordable housing for all economic segments, allow greater flexibility in residential projects to accommodate a range of housing types, encourage the development of a mix of housing types, provide incentives for developers for the inclusion of affordable housing in new residential development, and allow increases in land use densities in order to accommodate the development of affordable housing units.

*Applicability: It is the intent of the Community Plan to provide a balance of housing types within Los Alamos, including units available at prices affordable to persons at all income levels. The Community Plan takes into account the County’s housing programs in the designation of residential areas and provides additional strategies for the provision of affordable housing.*

3. **SEISMIC SAFETY AND SAFETY ELEMENT**

The purpose of the Seismic Safety and Safety Element is to reduce potential deaths, injuries and damage to property caused by earthquakes, fires, geologic hazards and other natural disasters. Specific objectives are given for these areas.

*Applicability: The Los Alamos planning area contains some areas with steep slopes and has areas located within floodplains.*

4. **NOISE ELEMENT**

The purpose of the Noise Element is to protect the public from noise that could jeopardize health and welfare. The Noise Element identifies major noise sources, estimates the extent of their impact and discusses potential methods of noise abatement. Specifically, the Element identifies a maximum level of noise exposure for sensitive land uses (e.g. residences, schools, hospitals).

*Applicability: The Los Alamos planning area includes areas located along Highway 101 which could exceed the maximum noise level allowed for sensitive land uses. Development of new noise sensitive land uses could be affected by these sources.*

5. **CIRCULATION ELEMENT**

The County Circulation Element contains a policy specifying that the Element does not apply to roadways and intersections within an area included in an adopted community or area plan. As a result, the Los Alamos Community Plan establishes circulation-related policies and standards which are separate from the existing County-wide Circulation Element.

*Applicability: The Community Plan is designed to achieve a balance between the land use designations and the standards of the Circulation Element. The Community Plan establishes that the minimally acceptable Level of Service (LOS) on roadway segments and intersections within the Los Alamos planning area is “C”. Increases in buildout capacity through rezones or
expansion of the urban boundary line shall be analyzed to determine whether this standard can be maintained.

6. CONSERVATION ELEMENT

The Conservation Element describes water resources, agricultural resources, ecological systems, historic and archaeological sites and mineral resources, and recommends policies and programs designed to protect them.

Applicability: The Los Alamos planning area has known water resources, agricultural resources, ecological systems and historic sites. These resources are described in greater detail within applicable sections of the Community Plan.

7. OPEN SPACE ELEMENT

The Open Space Element inventories public and private open space areas and presents goals, policies and programs for preserving and managing those lands.

Applicability: The Los Alamos planning area includes 52.5 acres of public parkland and the San Antonio Creek corridor in addition to the surrounding region which has numerous open space areas. The Biological Habitats and Visual/Open Space Resources sections of this plan address open space and include policies to preserve open space views and the San Antonio Creek corridor.

8. AGRICULTURAL ELEMENT

The Agricultural Element contains policies for the preservation of economically productive farm and ranch land.

Applicability: Although the Los Alamos planning area has no parcels designated for agriculture, the surrounding region is characterized by agricultural operations and some parcels within the planning area are cultivated. The relationship of the planning area to the surrounding agricultural areas should be considered. In order to preserve and protect surrounding agricultural lands, Policy LU-LA-1.1 of the Community Plan states that the County shall not support an extension of the urban boundary if the proposed area of expansion includes parcels which are under Williamson Act contract (including parcels which have filed for non-renewal of a Williamson Act contract).

9. SCENIC HIGHWAYS ELEMENT

This element presents the County's scenic highway goals, evaluating standards, preservation measures and procedures for obtaining official "Scenic Highway" designation for State and County roads. Preservation measures include detailed site planning and structure design, control of outdoor advertising, and regulation of grading and landscaping.
Applicability: The Community Plan notes that Highway 101 is a proposed "Scenic Highway" and that the stretch of highway between Los Alamos and Buellton is considered to be of the highest scenic quality. Some sections of Los Alamos along Highway 101 do have a Scenic Buffer overlay designation.

10. ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT (ERME)

ERME is a compendium of the Seismic Safety and Safety Element, Conservation Element, and Open Space Element and includes topics such as prime agricultural lands, slopes, biological habitat areas, floodplain and floodways, geologic hazards, etc.

Applicability: The Los Alamos planning area has numerous parcels with environmental concerns.

11. CLEAN AIR PLAN

The Clean Air Plan (CAP) contains strategies for reducing ozone precursors and particulates, and for achieving and maintaining federal and state air quality standards. These strategies include transportation demand management and indirect source review.

Applicability: The County of Santa Barbara exceeds federal ambient air quality standards for ozone and particulate matter (PM10). Development in Los Alamos is subject to the policies of the CAP.
II. COMMUNITY DEVELOPMENT

A. INTRODUCTION

Los Alamos is a small rural town founded in 1879 to serve the needs of agricultural operations in the surrounding valley. Today, the town serves as a residential bedroom community and supports a small commercial downtown with antique shops, art galleries, a post office, small convenience markets, specialty shops, restaurants, hotels, and gas stations. The town, while distinct from the agricultural activities taking place in the valley, reflects its agricultural heritage in its western town architectural theme and historic buildings. The town has not changed its boundaries greatly over the years and remains surrounded by productive agricultural land.

Most employed residents in Los Alamos commute to jobs in Santa Maria, Santa Barbara, or other regional employment centers. Approximately 11 percent of residents are employed in local agriculture.\(^1\) Residential development throughout the town can generally be characterized by single family homes, townhomes, and apartments with the majority of the units being wooden frame and stucco construction. Residential areas within Los Alamos are generally without sidewalks, streetlights, and retain a distinct, rural character.

Prior to the 1980's, development in Los Alamos was constrained by the lack of a community wastewater treatment system and at the risk of flooding from San Antonio Creek. In 1988, the Los Alamos Wastewater Treatment Plant became operational, spurring a relative increase in the number of development proposals within the community. Since adoption of the Community Plan in 1994, additional infrastructure expansions have been completed further increasing the plant’s capacity and ability to serve new development. Flooding remains an issue for properties north of Bell Street along the creek.

Agricultural land surrounding the town at the present time consists of relatively large parcels (100 acres or greater) containing prime valley soils and less than prime soils on the steeper sloped hills. Most of these parcels are currently under active Williamson Act contracts. Agricultural crops surrounding the town include open range on the hills and oat hay, vineyards and row crops (e.g. tomatoes, broccoli, onions) in the valley.

Recently, conversion to vineyards has increased in the area, accompanied by increased interest in the development of wineries and tasting rooms to serve a growth in regional tourism. The Plan Area includes a 23-acre site in the M-1 Industrial zone within the urban boundary at the east side of town which received permit approval for a winery and tasting room. The addition of wine tasting facilities in or in proximity to Los Alamos could add to the tourism base. However, concern has been voiced in the community that alcohol establishments not represent a disproportionately large presence in the downtown.

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The Los Alamos urban boundary line coincides with the rural boundary line. Therefore, the potential exists as the town’s population grows for increasing urban/agriculture conflicts due to increased residential development at the urban fringes. The majority of the ongoing agricultural operations surrounding the town on the northeast side of Highway 101 consist of cattle grazing and dryland farming.

B. COMMERCIAL TRENDS

1. INTRODUCTION

The Town of Los Alamos historic downtown is located on Bell Street (State Route 135), and supports a number of businesses that serve this rural community and its visitors. Several mixed-use development projects (residential over commercial) have been proposed along Bell Street over the past few years, however, no significant new commercial development has been realized. Development is discontinuous along Bell Street, with 23 vacant and many underutilized parcels in town, appearing to indicate that available land is not the main constraint limiting development in the downtown.

The community survey conducted during the Community Plan Update identified a lack of desired neighborhood retail and commercial services (e.g. a moderate size grocery store, drug store, medical offices, a bank, and other professional services). The community also expressed a desire for a more pedestrian friendly and integrated downtown area with retail shops, restaurants and on-street parking.

During the Plan Update, the community was faced with a proposal to expand the urban boundary while a significant amount of vacant and underdeveloped land already existed within the Plan Area in the center of downtown. The original Community Plan land use goal calls for infill development within the existing urban boundary, however this goal was not being realized.

To help inform decision-makers as to whether the Community Plan update should focus on renewed efforts to revitalize the existing urban core or open new areas west of town for development, the County contracted with consultants to prepare an economics analysis of Los Alamos land use. The purpose of the analysis was to identify the reasons development in downtown Los Alamos was not occurring and assess the financial feasibility of attracting additional retail activity into the Los Alamos downtown core.
2. ECONOMIC FEASIBILITY

Retail Demand Analysis

Preliminary retail analyses prepared by the consultants and presented during the community meetings estimated: 1) the overall retail demand generated by Los Alamos residents, 2) the capture rate for household spending at local stores, 3) the extent to which visitor spending might contribute to retail demand, and 4) whether local demand was sufficient to support a viable mix of retail downtown. The preliminary analysis determined that demand by existing residents alone was insufficient to support a critical mass of commercial activity in downtown Los Alamos. Case studies of other small town “Main Street” commercial districts indicated in every case that tourists and other non-resident visitors were necessary to support even a small retail district. It became clear that in addition to local serving businesses, Los Alamos would also need to attract additional residents and visitors to support the viability of its retail district.¹

Financial Feasibility and Regulatory Constraints

Retail demand of residents and potential visitors was determined by the consultants to be only a part of the equation. Even should adequate demand exist to support additional downtown businesses, these types of stores are only likely to locate in Los Alamos if a visitor friendly environment existed (e.g., adequate parking, pedestrian walkways).

A financial feasibility study of downtown land use was prepared which also examined the potential regulatory constraints to the realization of a business district in Los Alamos. County staff and consultants prepared an inventory of downtown structures and parcels to inform a detailed financial analysis of typical lots found in the Bell Street corridor. Six general lot types were identified and conceptual developments consisting of mixed commercial and residential uses were prepared. The purpose of these project level analyses was to determine whether development of the types of land uses the community desired for Bell Street was financially feasible if constraints to development were removed.

Zoning and Permitting

The consultants determined after reviewing development standards that a lack of a vibrant downtown was not solely attributable to lack of demand but that regulatory requirements were highly restrictive, confusing, costly to comply with, and cumulatively, creating a significant disincentive to development.²

- The zoning limited the mixed use of buildings and established restrictive site development requirements, including requirements for onsite parking, height restrictions,

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and setbacks that greatly reduced the amount of developable area on a lot and effectively eliminated the potential for continuous storefronts downtown.

- Unclear permit requirements and long permit processing and review times added additional unknown costs to development.

Conclusions

The financial analysis found the types of development desirable to the community of Los Alamos infeasible under Retail Commercial (C-2) zoning and permitting requirements. Those requirements were reducing developable space on already small lots and increasing processing times which drove development costs too high. The analysis concluded that development in Los Alamos would remain unlikely unless greater parity between development costs and returns on investment could be achieved. The analysis provided the community with an improved understanding of how changes in development regulations can encourage a desired type of development.

3. DOWNTOWN COMMERCIAL REZONE TO MIXED USE

County staff and the consultants identified several regulatory changes to remove zoning regulation barriers to development and encourage reinvestment in downtown Los Alamos. Central to the recommended regulatory changes is the establishment of a new Community Mixed Use-Los Alamos (CMLA) zone district and form-based development code to replace the existing C-2 zoning in downtown Los Alamos. The new CM-LA zoning increases buildable area, allows a greater mix of uses, and relaxes permitting requirements and parking standards.

Form-Based Code and Bell Street Design Guidelines

The use of a new form based code to regulate building in Los Alamos follows a nationwide trend away from conventional use-based zoning codes. Unlike conventional zoning, form-based codes focus less on use and more on building form and context. The intent of the form-based code is to support a mixed use, pedestrian-friendly public area while recognizing that uses change over time while structures remain. The form-based code defines the building forms which will create or enhance a desired urban presence and establishes development standards appropriate for the area. The form-based code provides certainty in the permitting process of the appropriate size, bulk, and scale of buildings downtown.

Key permitting changes include the addition of build-to lines which bring building façades up to the property line, lower thresholds for the preparation of a Development Plan (from 5,000 s.f. building sizes to 15,000 s.f. building sizes), and allowing offsite parking on County maintained roads to meet on-site parking requirements.

To further clarify permitting requirements, the new CM-LA zoning and form-based code is accompanied by the Bell Street Design Guidelines. The Design Guidelines provide guidance to those proposing new and remodel construction. They apply within the Bell Street Design
Control Overlay which encompasses the CM-LA zone district and key properties at the Highway 101 gateway (See Figure 7). The Design Guidelines integrate the community’s western theme with architectural features currently found downtown.

The Design Guidelines are a tool for staff and decision-makers, describing clearly the range of the building types and styles that are consistent with the form-based code. The Design Guidelines map out regulatory requirements and provide step-by-step guidance allowing landowners, developers, and designers to quickly identify the key characteristics of buildings compatible with the community’s vision for downtown. New projects compatible with the Design Guidelines will be less costly as they will require fewer revisions during plan check and benefit from faster processing. The result will be a vibrant mix of uses along Bell Street, with retail on the ground floor with housing above and behind.

4. ADDITIONAL LAND USE DESIGNATION CHANGES AND REZONES

In addition to the proposed CM-LA zone district, the Plan Update rezoned properties located adjacent to Highway 101: the Burtness parcel (APN: 101-120-022) and the Thompson parcel (APN: 101-260-059) (see Figure 5).

Burtness Parcel
The Burtness parcel is located on the north side of Highway 101 and State Route 135 interchange. The parcel was rezoned from Highway Commercial (CH) to Retail Commercial (C-2) to allow for a greater range of potential commercial uses (e.g., grocery/convenience store, service/repair, or retail stores) that would be more compatible with the character of the existing land uses north of Highway 101 that includes trailer parks, single-family residential, and large lot single family residential. The Burtness property is located within the proposed Bell Street Design Control Overlay area.

Thompson Parcel
The Thompson parcel is located on the eastern end of Bell Street adjacent to Highway 101 south of the State Route 135 interchange. The parcel was rezoned from Residential (DR-8) to General Commercial (C-3). The types of uses allowed under the C-3 zoning include wholesale and heavy commercial uses and services more compatible with the immediate proximity to Highway 101. Surrounding existing development is single-family residential to the south, a mobile home park to the west, and Highway 101 abutting the northern and eastern boundary of the property.

The C-3 development standards require that general commercial activities occur within an enclosed building to protect adjacent existing uses from potential negative impacts of noise, odors, lighting, and/or traffic associated with the commercial uses and buffer them from transportation corridors.
C. LAND USE DESIGNATIONS AND SUB-AREAS

1. COMMUNITY PLAN UPDATE LAND USES

The Los Alamos Community Plan provides for mixed commercial opportunities along the Bell Street Corridor while preserving the existing predominately single-family character of the community, and requires that growth be accompanied by appropriate public facility improvements. The change in residential intensity is intended to increase the number of residents in order to support a healthy commercial district and achieve a balance of uses necessary for a vibrant community.

Under this Community Plan, approximately 685 new residential units could be accommodated, 288 units of these within the CM-LA zone. This figure is based on a parcel-by-parcel analysis of vacant and partially developed land. It accounts for potential mixed use development which might occur under the CM-LA zone and takes into consideration that certain historical structures will not be redeveloped.

Table 1 depicts buildout projections for residential, commercial and industrial zones at existing development and potential maximum under the Community Plan. The projected number of additional units does not include potential density bonus units because it is speculative in nature. Not all developers who could exercise the bonus density option are likely to do so because of site constraints, project type, or other reasons.
Table 1 Community Plan Land Use and Buildout Summary

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<th>Parcels</th>
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1. Residential buildout calculations consistent with page 127 of the Comprehensive Plan Land Use Element.
2. No change to 1994 Los Alamos Community Plan land use and zoning.
3. One 2.18-acre DR 8.0 zoned parcel rezoned to C-3.
4. The 9.23 acre APN 101-100-040 located in three zoning districts CMLA (0.97 acres): C-3 (2.24 acres); and DR-4.6 (4.47 acres).
5. Commercial buildout assumes 40% FAR.
7. Assumes preservation of historic buildings (See Figure 13 Historic Resources Map).
8. Includes approved 78,684 s.f. Lucas and Lewellen winery project. Assumes additional 22,533 s.f. future development at 50% buildout. Full theoretical buildout of site w/o winery is 335,412 s.f.
9. Buildout assumes 17% of future residential development in commercial zone consistent with permit trends and Santa Barbara County Land Use and Development Code §§ 35.24.030 and 35.42.200.
10. Existing residential uses in Commercial zones consistent with Santa Barbara County Land Use and Development Code Chapter 35.42.200.
11. Future units less 13 existing units assumed to redevelop due to CMLA economic incentive.
12. Future potential units assumed in commercial zones through buildout based on permit trends and lot types.

Source: Santa Barbara County Planning and Development Department

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2. COMMUNITY PLAN SUBAREAS AND ZONING OVERLAYS

For the purpose of describing land uses and constraints within parts of Los Alamos, the town has been divided into subareas. The following is a brief description of the characteristics of each area and Figure 3 is a map showing the planning subareas. Figures 4 and 5 depict the land use and zoning designations which apply to parcels within this Community Plan. Figure 6 shows the Zoning Overlay map for Los Alamos depicting flood hazard areas, areas subject to design control and the location of the affordable housing overlay.

Subarea 1: East of Highway 101 Area

Subarea Description: Subarea 1 is located northeast of Highway 101. It is effectively isolated from the remainder of the community by the presence of the highway. The subarea is bisected by San Antonio Creek, with steep rolling terrain prevalent northeast of the creek. Existing uses include a mobile home park, the Skyview Motel, an abandoned service station, grape vineyards, some grazing lands, and scattered residences.

Development Constraints: Flooding, topography, views from Highway 101, noise, adjacent agriculture.

Land Use Designations: Residential ranchette; low to medium density residential; mobile home park designation for mobile home park; highway commercial on motel property; general commercial on the previous gas station site; light industrial and general commercial adjacent to the industrial site.

New Land Use Designations: The site of the abandoned gas station was changed from highway commercial to general commercial. This change allows for flexibility to create commercial uses that are both compatible with highway traffic, yet provide commercial uses that compliment the adjacent residential uses.

Subarea 2: Southwest of Highway 101; north of San Antonio Creek

Subarea Description: This subarea, which is generally characterized by rolling terrain, is somewhat separated from the main portion of the community by San Antonio Creek. Existing uses are primarily low-density residential. This subarea is the site of the affordable housing overlay as shown on the map in Figure 7.

Development Constraints: Flooding, topography, views from Highway 101, noise, adjacent agriculture.

Land Use Designations: Low density residential (1-3 acre minimum parcel size), moderate density design residential (4.6 units/acre).

New Land Use Designations: No change.
Subarea 3: Leslie Street Area

Subarea Description: Leslie Street is located between Bell Street and Subarea 2. A fair portion of this subarea lies within the floodplain of San Antonio Creek. Although primarily zoned for commercial or industrial uses, most parcels are vacant or contain residences, with the exceptions of the Los Alamos Men's Club, the fire station, and the Los Alamos Community Services District offices.

Development Constraints: Flooding

Land Use Designations: General commercial (C-3 and C-2), Design Residential (1.8 units/acre) and some high density residential (12.3 units/acre).

New Land Use Designations: No change.

Subarea 4: Bell Street

Subarea Description: Bell Street (Highway 135) is the main street in Los Alamos, and the location of most of the commercial uses existing in town; including several antique shops, small grocery stores, service stations, restaurants, and the historic Union Hotel. Many properties on the northern side of Bell Street are located within the floodplain of San Antonio Creek.

Development Constraints: Flooding

Previous Land Use Designations: Primarily general commercial (C-2); some commercial striped with high density residential (12.3 units/acre). One small public park designated recreation.

New Land Use Designations: The land use designation will remain General Commercial, however, the underlying zoning of C-2 has changed to CM-LA.

Subarea 5: Existing Higher Density Residential

Subarea Description: This subarea serves as a transition between the commercial activities on Bell Street and the main residential areas within the community. Uses include apartments, single family dwellings and a small mobile home park.

Development Constraints: Flooding, noise.

Land Use Designations: High density residential (8.0-12.3 units/acre). Mobile home park designation for existing mobile home park, and design residential (8.0 units/acre) for small vacant parcel adjacent to mobile home park.

New Land Use Designations: No change.
Subarea 6: Existing Single-Family and Multi-Family Neighborhood

Subarea Description: Subarea 6 is a transition block between the Bell Street Corridor and Subarea 7, which is single-family. The single-family designations are on the west and the higher density residential is on the east towards the 101 freeway.

Development Constraints: Some flooding.

Land Use Designations: Residential with densities of 4.6 du/acre (7-R-1) and 12.3 du/acre (7-R-2)

Subarea 7: Existing Single-Family Neighborhood and Antiquated Lots

Subarea Description: Subarea 7 contains the older residential neighborhood in Los Alamos, primarily consisting of single-family dwellings on 7,000 to 10,000 SF lots. This subarea contains approximately 50 antiquated lots along the south-western edge of the community which could be developed ministerially with single-family residences. This subarea contains an elementary school.

Development Constraints: Flooding, adjacent agriculture

Land Use Designations: Moderate density residential (4.6 units acre)

Subarea 8: New Development and Perimeter Areas

Subarea Description: This subarea is primarily characterized by newer residential neighborhoods of varying lot sizes of mid to low densities.

Development Constraints: Adjacent agriculture. Flooding.

Land Use Designations: Low to moderate density residential (1 to 4.6 units/acre).

Subarea 9: Los Alamos Park and Cemetery

Subarea Description: This subarea contains Los Alamos County Park and the historic Los Alamos cemetery. The area is characterized by rugged terrain, oak woodlands, and the Calaveras Canyon drainage.

Development Constraints: Topography, flooding, adjacent agriculture

Land Use Designations: Recreation, cemetery

Special Problems Area

A majority of the Plan Area is designated as a “Special Problems Area” due to past flooding and wastewater related issues. The Special Problems Committee (SPC) was established to review all
projects with the designated special problem areas in the County. The wastewater issue was resolved when the wastewater treatment plant opened, but issues related to flooding and drainage persist in the Plan Area.

**Flood Control Overlay**

The *Flood Hazard Control Overlay* applies to properties within the 100-year floodplain of San Antonio Creek (see Figure12). The existing Flood Hazard Control Overlay from the 1994 Existing Plan has been updated to reflect revised data and mapping. All development on land within the overlay is subject to review by the Santa Barbara Flood Control District, compliance with the *County of Santa Barbara Grading Ordinance*, and detailed review by the SPC to ensure development is designed to eliminate flooding hazards.

**Affordable Housing Overlay**

The Affordable Housing (AH) Overlay applicable to properties located in the northwest portion of the Plan Area (see Figure6). The AH overlay zone is intended to promote affordable housing production and implement the policies of the Comprehensive General Plan Housing Element by providing development incentives. A residential project within the AH Overlay is eligible for increased density up to the maximum number of units (designated by the number associated with the overlay), providing that 30 percent of the units are affordable to households with very low income, or 50 percent of the units are affordable to a mix of very low, low, and moderate incomes. In Los Alamos, the maximum density bonus available is eight units per acre subject to compliance with the County’s affordable housing rules and regulations.
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Los Alamos Community Plan Zoning

Residential:
- RR-5: Residential Ranchette, 5 Acre Minimum Lot Size
- Single Family Residential:
  - 3-E-1: 3 Acres (Gross) Minimum Lot Size
  - 1-E-1: 1 Acre (Gross) Minimum Lot Size
  - 10-R-1: 10,000 Sq. Ft. (Net) Minimum Lot Size
  - 7-R-1: 7,000 Sq. Ft. (Net) Minimum Lot Size
- Multiple Family Residential:
  - 7-R-2: Two Family, 7,000 Sq. Ft. (Net) Minimum Lot Size
  - 10-R-2: Two Family, 10,000 Sq. Ft. (Net) Minimum Lot Size
  - DR-1.8: Design Residential, 1.8 Units per Gross Acre
  - DR-4.6: Design Residential, 4.6 Units per Gross Acre
  - DR-8: Design Residential, 8 Units per Gross Acre
  - PRD-46: Planned Residential Development, 46 Units

Commercial:
- Limited Commercial
- Retail Commercial
- General Commercial
- Highway Commercial
- Professional and Institutional

Residential/Commercial:
- Community Mixed Use - Los Alamos

Industrial:
- Light Industry

Open Land Uses:
- Recreation

Boundary Lines:
- Zoning Boundary
- Community Plan Boundary

Figure 5
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Los Alamos Community Plan
Bell Street Commercial Core and Design Control Overlay

Bell St. Commercial Core Design Control Overlay
Community Plan/Urban/Rural Boundary
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D. LAND USE – GENERAL
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL LU-LA-1: Encourage Growth Within the Community Plan Area Rather Than Expanding The Existing Urban Boundary

Policy LU-LA-1.1: In order to preserve surrounding agricultural lands and the rural character of Los Alamos, the County shall not support an extension of the urban boundary line unless:

1. The extension is proposed as part of an update to this Community Plan.

2. For extensions pursuant to 1, the update of the Community Plan or other comprehensive review has first considered the inventory of all available vacant or underdeveloped land within the entire urban boundary and has considered the feasibility of changing land use designations and/or zoning on land within the urban boundary and west of Highway 101 to accommodate the desired additional growth;

3. The extension does not include parcels which are under Williamson Act contracts (including parcels which have filed for non-renewal of a Williamson Act contract); and

4. A finding can be made that the capacity of urban services (e.g., sewer, water) is sufficient to serve potential development in the extension area.

Policy LU-LA-1.2: All Existing Countywide policies apply to the Los Alamos Planning Area in addition to those specific policies and action items identified in this Community Plan.

Policy LU-LA-1.3: The Development Standards contained in this Plan shall be utilized to implement the policies of the Plan. Where appropriate, each of these standards shall be applied to the project under review unless the standard would be inapplicable or ineffective and/or other standards have been required which implement the policies.
E. LAND USE – RESIDENTIAL
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL LUR-LA-1
Encourage infill and mixed use residential/commercial growth within the existing Urban Boundary.

Policy LUR-LA-1.1: In order to locate higher density residential units within walking distance to shopping and employment opportunities, multi-family residential development should be concentrated within and close to the community's commercial core along Bell Street.

Action LUR-LA-1.1.1: In order to allow greater flexibility for multi-family residential development, the County shall consider rezones to DR-12.3 for contiguous parcels in the 7-R-2 zone district along Leslie and Main Streets.

GOAL LUR-LA-2:
Encourage And Protect a Diversity Of Housing Types, While Maintaining The Small Town Feel and Rural Identity Of The Community.

Policy LUR-LA-2.1: In order to follow existing development patterns in the community, reduce conflicts between agricultural operations and urban uses and reduce automobile trips, low density residential designations near the community's periphery shall be retained wherever feasible.

Policy LUR-LA-2.2: Proposed residential development adjacent to agriculturally-designated land shall integrate mechanisms (such as fences and/or buffer areas into the project design to reduce conflicts between residences and agricultural operations. This policy does not apply to RR-5 zoned parcels in the Plan Area.

Dev Std LUR-LA-2.2.1: Residential development located on the far western end of Bell Street, within the CM-LA zone, shall be set back at least 100 feet from parcels zoned for agriculture. If the residential development is part of a multi-parcel development concept or the project design demonstrates other adequate buffering, the agricultural buffer setback shall be established by Planning and Development during project design.
Dev Std LUR-LA-2.2.2: Fencing or landscaping shall be installed along property lines contiguous to agricultural operations, unless a waiver to the satisfaction of Planning & Development is obtained from the adjacent property owner(s). Said fencing or landscaping shall be designed, installed, and maintained by the residential property owner to protect agricultural land from residential intrusion for the life of the project and to protect residences from agricultural dust or herbicides/pesticides. The fencing, subject to Planning and Development design approval, shall consist of a solid wood type fence unless alternative acceptable fencing is approved by Planning & Development. The fence shall be a minimum six (6) feet high.

Dev Std LUR-LA-2.2.3 As a condition of approval for all discretionary residential projects that are immediately adjacent to agricultural lands, potential purchasers of lots adjacent to agricultural land shall be notified on the property title of the potential for agricultural activities on adjacent parcels.

Dev Std LUR-LA-2.2.2: The owners of residential properties located adjacent to properties zoned for light industrial use shall be required to record a "Notice to Property Owner" which states that the affected parcel is located adjacent to land designated and zoned for light industrial use.

GOAL LUR-LA-3: Strive To Ensure That The Community of Los Alamos Provides Housing Opportunities For All Economic Segments Of Its Population.

Policy LUR-LA-3.1: In order to provide housing opportunities in addition to those in the CM-LA district, renovation of existing substandard units shall be encouraged.

Policy LUR-LA-3.2: In order to provide housing opportunities, mixed use zoning shall be encouraged where it is compatible with commercial uses.

Policy LUR-LA-3.3: In order to provide a source of affordable housing, existing mobile home parks should be maintained and enhanced, provided that all development activities are consistent with the requirements of Chapter 15A, “Floodplain Management,” Chapter 15B, “Development Along Watercourses,” and Chapter 24, “Offenses, Miscellaneous,” Section 24-7, “Watercourses – Erecting buildings, etc., which obstruct flow prohibited,” of the Santa Barbara County Code and the F.E.M.A. regulations.
F. LAND USE – COMMERCIAL
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL LUC-LA-1: Encourage New Commercial Development Which Is Oriented Towards Serving The Needs Of Local Residents. Visitor-Serving Commercial Uses Shall Also Be Supported To The Extent That They Also Provide Services To Residents That Would Not Otherwise Be Available In The Community.

GOAL LUC-LA-2: Encourage infill and balance the mixed-use residential/commercial development within the existing urban boundary.

Policy LUC-LA-2.1: New commercial mixed use development (both local and visitor-serving) shall be encouraged directly along the Bell Street corridor. Renovation and/or expansion of existing local-serving uses in this commercial core shall be encouraged.

Action LUC-LA-2.1.1: The County shall pursue development of appropriate tools to regulate the location, distribution, density, and compatibility of alcohol-related uses in the Plan area.

Policy LUC-LA-2.2: Residential uses in the CM-LA Zone District shall be allowed as a primary use, subject to the provisions of the County Land Use and Development Code.

Policy LUC-LA-2.3: Priority use of excess public road right-of-way, within two blocks north and south of Bell Street, shall be for enhancing public parking capacity; pedestrian access and circulation; storm water quality and drainage improvements; or other public benefits consistent with the LACP. Public Works and Planning & Development shall review all right-of-way abandonment requests and make said findings that no public benefit is available prior to approval of said abandonment. See Action CIRC-LA-1.2.1.

GOAL LUC-LA-3: Strive to create a pedestrian-friendly, safe environment along Bell Street.

Action LUC-LA-3.1: The County Public Works Department shall work with CalTrans to develop a plan for installing improvements on Bell Street which would enhance the streetscape as well as enhance pedestrian safety. Improvements should include amenities such as wide sidewalks, crosswalks, street lighting, street trees, furniture, landscape planters and traffic calming measures.
Action LUC-LA-3.2: The County should support efforts of private organizations (e.g., business and community groups) to establish benefit assessment districts to identify and facilitate localized solutions to issues facing the downtown Los Alamos business district (e.g., flood control, parking). The County Planning and Development Department and Public Works will serve as a liaison between community groups and facilitate communication between interested parties, other County Departments, and agencies.
GOAL LUI-LA-1: Strive To Ensure That All Industrial Development And Uses Are Consistent With The Scale And Unique Setting Of Los Alamos.

Policy LUI-LA-1.1: Development on 133-130-039 (L&L Vineyards LLC) shall be designed, sited, graded, and landscaped in a manner which minimizes the visibility of packing and loading facilities, utilities, trash receptacles, truck parking, and other industrial uses from public roads and encourages compatibility with neighboring parcels through the use of landscaping, setbacks, height limitations and/or other measures identified during project review (in addition to the measures required by the zoning ordinance).
III. PUBLIC FACILITIES AND SERVICES

A. PUBLIC FACILITIES AND SERVICES – GENERAL

1. SETTING

Many of the government services in Los Alamos are provided by the County of Santa Barbara. These services include planning, road maintenance and design, building and development review, fire and police, and parks and recreation. In addition to the County services, there are local governmental special districts which include all or a part of Los Alamos for the purposes of providing specific public services and facilities:

- The Los Alamos Community Services District (LACSD) provides water and wastewater services for most of the community and owns and maintains Ferrini Park on Bell Street.

- Public education is provided by two school districts. Kindergarten through eighth grade education is provided by the Los Alamos School District. Ninth through twelfth grade is provided by the Santa Maria Joint Union High School District.

2. PUBLIC FACILITIES – GENERAL GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL SERV-LA-1: Provide For Adequate Public Facility And Service Capacity To Support Land Use Buildout As Defined In The Community Plan.

Policy SERV-LA-1.1: All existing countywide policies apply to the Los Alamos Area in addition to those specific policies and action items identified below.

Policy SERV-LA-1.2: New public services and facilities as outlined in the County Capital Improvements Plan shall be addressed and, if necessary, constructed concurrent with the project and operational in advance of service and facility demand from new development.

Policy SERV-LA-1.3: The County shall encourage developers to use innovative measures such as but not limited to payment of development impact fees; direct public service facility improvements; creation of public service facility benefit assessment districts etc., to mitigate and/or address the public service impacts from their developments.

Policy SERV-LA-1.4: The County shall not support public service extensions (e.g., wastewater, water) outside the Urban Boundary, except as specified in Policy LU-LA-1.1 (4) except for public purpose such as a fire station.
Policy SERV-LA-1.5: The County shall support community efforts to bring library services and facilities (e.g., book mobile, branch) to Los Alamos.

GOAL SERV-LA-2: Universal Residential and Business Access to Broadband Internet Services is Essential to Education, Economic Development, and Healthcare. The County Shall Encourage the Universal Availability of State-of-the-Art Internet and Telecommunications Services within the Plan Area and Surrounding Rural Areas.

Policy SERV-LA-2.1: The County shall coordinate with state, federal, and local agencies and private-sector service providers to seek funding and resources to improve and expand community-wide access to high-speed internet and telecommunications infrastructure (e.g., wireless, fiber-optic, cable).
B. TRAFFIC, CIRCULATION AND PARKING

1. SETTING

a. Regional Roadway Network

**U.S. Highway 101**

The primary circulation corridors within the community of Los Alamos are U.S. Highway 101 and State Route 135. Highway 101 is a north-south, four-lane freeway which is the principal inter-city route along the Pacific Coast. Highway 101 provides commuter access to Orcutt and Santa Maria to the north, and the Cities of Buellton, Goleta and Santa Barbara to the south.

**State Highway Route 135**

Highway 135 provides regional access to the Orcutt/Santa Maria area to the northwest, and the Vandenberg Village/Lompoc area to the southwest. Primary freeway access to and from Los Alamos is from the Highway 135 (Bell Street) interchange.

Highway 135 (Bell Street within the town boundaries) is an east-west rural state highway serving the Los Alamos Valley. Highway 135 is a two-lane roadway within the town which serves as the town’s principle commercial corridor, functioning like a traditional “main street.” Bell Street is affected by through traffic and is therefore expected to experience increases in traffic volume in the future as additional infill development occurs.

b. Local Roadway Network

Other important roadways within Los Alamos include:

- Main Street, a two-lane east-west street which serves the residential areas southwest of Bell Street.

- Centennial Street, a two-lane north-south street which serves residential areas on both sides of Bell Street, and is the road to the Los Alamos County Park.

Roads in Los Alamos are generally quite narrow, and have very low traffic volumes. At the U.S. 101 interchange, Main Street carries 3,200 vehicles per day. To the west of Los Alamos, the average daily trips (ADT) on Highway 135 are approximately 1,400 vehicles per day. All other roads in Los Alamos carry less than 1,000 vehicles per day.

From downtown Los Alamos, access to parcels to the north of San Antonio Creek occurs on two roadways, St. Joseph Street and the private drive at the end of Augusta Street.

The level terrain and compact nature of the community of Los Alamos naturally encourage the use of bicycles as transportation. Because of the low traffic volumes on almost all of the streets in Los Alamos, it has not been necessary to construct bicycle paths to provide a bikeway system. Los Alamos presently has very few sidewalks. The pedestrian circulation plan in Action CIR-LA-
1.4.1 implements the community vision for the creation of a walkway network in the Bell Street corridor. Roads in Los Alamos are expected to operate at acceptable service levels (LOS C or better) at buildout under the Community Plan.

c. Existing Levels of Service

The primary factor influencing efficiency of operation of a roadway system is the adequacy of intersection design and operation. Operating conditions are described by level-of-service (LOS), which is derived by comparing traffic volumes with roadway capacity. LOS A represents the least congested traffic operation, while LOS F represents the most. LOS B is considered the minimal level desired within the Plan Area. The six LOS categories are described in Table 2. Table 3 lists the existing traffic volumes for selected area roadways.

<table>
<thead>
<tr>
<th>Table 2: Level of Service Categories</th>
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<tbody>
<tr>
<td><strong>LOS</strong></td>
</tr>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
<tr>
<td>C</td>
</tr>
<tr>
<td>D</td>
</tr>
<tr>
<td>E</td>
</tr>
<tr>
<td>F</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 3: Los Alamos Roadway Volumes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roadway</strong></td>
</tr>
<tr>
<td>Bell Street</td>
</tr>
<tr>
<td>Main Street</td>
</tr>
<tr>
<td>Centennial Street</td>
</tr>
</tbody>
</table>

Source: Penfield & Smith, 2005; CalTrans, 2003
d. Parking

The Bell Street Corridor Parking Study (Figure 8) prepared for the LACP Update identified 519 existing on-street parking spaces available within the CM-LA zone. Striping of angled parking along cross streets one block north and south of Bell Street could add an additional 211 spaces. The CM-LA zone district allows residential projects with two (2) or fewer units to meet their parking requirements off-site. The EIR projected that 277 of 288 potential residential units would be two (2) or fewer units (277 on-street spaces), assuming that the off-street parking incentive would result in a heightened demand for these units. The additional 188,550 square feet of commercial uses would require 378 on-street parking spaces for a total on-street parking demand of \((277 + 378) = 655\) spaces. The on-street parking plan in Action CIRC-LA-1.5.1 will establish parking configurations and improvements for the County maintained roads one block north and south of Bell Street (Figure 8).
Legend

Bell Street Corridor

Parking Summary

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<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Parallel Parking Spaces</td>
<td>479</td>
</tr>
<tr>
<td>Additional Existing Parallel Parking Spaces</td>
<td>40*</td>
</tr>
<tr>
<td>Total Existing Parallel Parking Spaces</td>
<td>519</td>
</tr>
<tr>
<td>Proposed Available Parking Spaces with:</td>
<td></td>
</tr>
<tr>
<td>• Angled parking on the first block of streets perpendicular to Bell Street</td>
<td></td>
</tr>
<tr>
<td>• Parallel parking on both sides of Bell Street</td>
<td></td>
</tr>
<tr>
<td>• Parallel parking on the north side of Main Street one block in from Bell Street</td>
<td></td>
</tr>
<tr>
<td>• Parallel parking on the south side of Leslie Street when adjacent to commercial land use.</td>
<td></td>
</tr>
</tbody>
</table>

Note: Future on-street parking demand is 655 spaces. (LACP EIR)
2. CIRCULATION ELEMENT

The Circulation Element is one of the seven Elements mandated by State law for inclusion in the County Comprehensive General Plan. The Circulation Element provides policies and standards to maintain acceptable levels of service on the County’s roadways and intersections, while allowing reasonable growth within the communities of the unincorporated area.

The Santa Barbara County Comprehensive Plan Circulation Element Policy A states that:

"The roadway classifications, intersection levels of service, and capacity levels adopted in this Element shall apply to all roadways and intersections within the unincorporated area of the County, with the exception of those roadways and intersections located within an area included in an adopted community or area plan. Roadway classifications, intersection levels of service, and capacity levels adopted as part of any community or area plan subsequent to the adoption of this Element shall supersede any standards included as part of this Element."

This section of the Community Plan updates the roadway classifications and project consistency standards of the Santa Barbara County Comprehensive Plan's Circulation Element for the community of Los Alamos. In so doing, this Community Plan establishes roadway classifications and project consistency standards which supersede the classifications and standards in the Circulation Element.

a. Definitions

Acceptable Capacity: The maximum number of Average Daily Trips (ADTs) that are acceptable for the normal operation of a given roadway. As defined by this Community Plan, the Acceptable Capacity for a given roadway is based upon its roadway classification and the acceptable level of service (LOS) for that roadway. The acceptable LOS for roadways in the Los Alamos Planning Area is Level of Service C.

Estimated Future Level of Service: For a given intersection, the County-accepted level of service (LOS) based on existing traffic levels and on traffic to be generated by approved but not yet occupied projects as referenced by the public environmental documents for the development project under review. The Estimated Future Level of Service must consider all funded but not yet constructed improvements that are planned for completion prior to the project's occupancy. This includes mitigations from projects that have been approved by the Planning Commission or Board of Supervisors but have not yet been constructed.

Estimated Future Volume: For a given roadway segment, the most recent County-accepted count of Average Daily Trips (ADTs) plus any ADTs associated with approved projects that are not yet occupied as referenced in the public environmental document for the development project under review.

Design Capacity: The maximum number of ADTs that a given roadway can accommodate
based upon roadway design as determined by the County Public Works Department. Design Capacity usually equates to Level of Service (LOS) E/F.

**Remaining Capacity:** For a given roadway, the difference between the Acceptable Capacity and the Estimated Future Volume in ADTs.

### b. Roadway Classification System

The roadway classification system is divided into two main designations: Primary and Secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent on roadway size, function, and surrounding uses. Primary roadways serve mainly as principal access routes to major shopping areas, employment and community centers, etc., and often carry a large percentage of through traffic. Secondary roadways are two-lane roads designed to provide principal access to residential areas or to connect streets of higher classifications to permit adequate traffic circulation. Such roadways may be fronted by a mixture of uses and generally carry a lower percentage of through traffic than primaries. Table 4 provides the definitions of the various roadway classifications.

The three classified roads in Los Alamos are Bell Street, Main Street and Centennial Street. Bell Street is classified as a Primary 2 roadway, and both Main and Centennial Streets are classified as Secondary 2 roadways. Figure 9 depicts roadway classifications as shown on the Circulation Element map for Los Alamos.
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Table 4: Definition of Roadway Classifications

<table>
<thead>
<tr>
<th>Classification</th>
<th>Purpose and Design Factors</th>
<th>Design Capacity</th>
<th>LOS C Threshold&lt;br&gt;1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2 Lane</td>
<td>4 Lane</td>
</tr>
<tr>
<td>Primary 1</td>
<td>Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12-foot wide lanes with shoulders and few curb cuts. Signals would be spaced at 1 mile or more intervals.</td>
<td>19,990</td>
<td>47,760</td>
</tr>
<tr>
<td>Primary 2</td>
<td>Roadways which serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet with well spaced curb cuts. Signals intervals at a minimum of 1/2 mile.</td>
<td>17,900</td>
<td>42,480</td>
</tr>
<tr>
<td>Primary 3</td>
<td>Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal intervals of 1/2-1/4 mile.</td>
<td>15,700</td>
<td>37,680</td>
</tr>
<tr>
<td>Secondary 1</td>
<td>Roadways designed to primarily serve non-residential development and large lot residential development with well spaced driveways. Roadways would be 2 lanes with infrequent driveways. Signals would generally occur at intersections with primary roads.</td>
<td>11,600</td>
<td>NA</td>
</tr>
<tr>
<td>Secondary 2</td>
<td>Roadways designed to serve residential and non-residential land uses. Roadways would be 2 lanes with close to moderately spaced driveways.</td>
<td>9,100</td>
<td>NA</td>
</tr>
<tr>
<td>Secondary 3</td>
<td>Roadways designed to primarily serve residential with small to medium lots. Roadways are 2 lanes with more frequent driveways.</td>
<td>7,900</td>
<td>NA</td>
</tr>
</tbody>
</table>

1 Defined as 80% of Design Capacity.
Source: County of Santa Barbara Public Works, Transportation Division.

c. Roadway and Intersection Standards for Determination of Project Consistency

Purpose:

This section defines how the acceptable capacity levels will be applied in making findings of project consistency with this Community Plan. This section also defines intersection standards in terms of level of service and provides methodology for determining project consistency with these standards. The intent of this section is to ensure that roadways and intersections in the Community Plan area continue to operate at acceptable levels. The standards prescribed in this section shall also serve as a basis for circulation capital improvement planning and funding.

Roadway Standards:
A project’s consistency with this section shall be determined as follows:

1. For roadways where the estimated future volume does not exceed the acceptable capacity, a project would be consistent if the number of ADTs contributed by the project would not cause an exceedance of acceptable capacity.
2. For roadways where the estimated future volume exceeds the acceptable capacity but does not exceed design capacity, a project would be consistent with this section of the Community Plan only if the number of ADTs contributed by the project to the roadway does not exceed 25 ADT.
3. For roadways where the estimated future volume exceeds the design capacity, a project would be consistent with this section of the Community Plan only if the number of ADTs contributed by the project to the roadway does not exceed 10 ADT.

**Intersection Standards:**

1. Projects contributing Peak Hour Trips to intersections that operate at an Estimated Future Level of Service A shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.20.
2. Projects contributing peak hour trips to intersections that operate at an Estimated Future Level of Service B shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.15
3. For intersections operating at an estimated future Level of Service less than or equal to LOS C, a project must meet the following criteria in order to be found consistent with this section of the Community Plan.
   - For intersections operating at an estimated future Level of Service C, no project must result in a change of V/C ratio greater than 0.10.
   - For intersections operating at an estimated future Level of Service D, no project shall contribute more than 15 Peak Hour Trips.
   - For intersections operating at an estimated future level of Service E, no project shall contribute more than 10 Peak Hour Trips.
   - For intersections operating at an estimated future Level of Service F or F, no project shall contribute more than 5 Peak Hour Trips.
4. Where a project’s traffic contribution does not result in a measurable change in the V/C ratio at an intersection but does result in a finding of inconsistency with the above intersection standards, intersection improvements that are acceptable to the Public Works Department shall be required in order to make a finding of consistency with the Community Plan. A measurable change in V/C ratio shall be defined as a change greater than or equal to 0.01.

Where a project’s traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with the above intersection standards, intersection
improvements that are sufficient to offset the change in V/C ratio associated with the project shall be required in order to make a finding of consistency with the Community Plan.

**Special Standards for Projects which include Comprehensive Plan Amendments to Land Use Designations:**

Comprehensive Plan Amendments submitted by private applicants that propose changes in land use designation on any given parcel in the planning area shall be required to demonstrate that the proposed change in land use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan and its associated environmental documents. If higher traffic levels could potentially result from such an amendment, then in order to approve the amendment, the following findings must be made by the Board of Supervisors:

1. The increase in traffic is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at buildout of the Community Plan, or
2. Road improvements included as part of the project description are consistent with the community plan and are adequate to fully offset the identified potential increase in traffic.

**Exemptions:**

Roadway and Intersection standards stated above shall not apply to:

1. Land use permits if the Zoning Administrator/Planning Commission/Board of Supervisors has taken final action on a valid prerequisite discretionary approval (e.g. FDP, CUP) and a finding of Comprehensive Plan consistency was made at the time of approval, and no substantial change has occurred in the project.
2. Projects deemed complete prior to the adoption of this community plan which are designed to serve as a mitigation measure for, and were expressly embodied as a condition of approval of a previously approved project.
3. Affordable Housing Overlay designated sites and special need facilities as defined in the Housing Element.\(^1\)

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\(^1\) County of Santa Barbara Housing Element, Revised May 2006, Page 58
GOAL CIRC-LA-1: The County Shall Strive To Permit Reasonable Development Of Parcels Within The Community Of Los Alamos Based Upon The Policies And Land Use Designations Adopted In This Community Plan, While Maintaining Safe Roadways And Intersections That Operate At Acceptable Levels.

Policy CIRC-LA-1.1: Roadway and intersection improvements shall be designed to respect the rural small town character of Los Alamos.

Policy CIRC-LA-1.2: The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Los Alamos Planning Area is "C". The County shall regularly monitor the operating conditions of designated roadways and intersections in Los Alamos. If traffic on any roadway or intersection is found to exceed the acceptable capacity level defined by this community plan, the County shall reevaluate, and if necessary, amend the community plan in order to reestablish the balance between allowable land uses and acceptable roadway and intersection operation. This reevaluation should include, but not be limited to:

- Re-designating roadways and/or intersections to a different classification;
- Reconsidering proposed land uses to alter traffic generation rates, circulation patterns, etc.; and,
- Changes to the County's Capital Improvement Program including reevaluation of alternative modes of transportation.

Action CIRC-LA-1.2.1: The County shall consider a comprehensive study to analyze possible vacations or width reduction of existing road right-of-ways where traffic volumes would not require the current right-of-way capacities. Any resulting effects to yard setbacks also should be addressed to ensure that structural development would maintain an orderly pattern in relation to the affected surrounding neighborhood and roadway(s). See Policy LUC-LA-2.3.

Action CIRC-LA-1.2.2: The County shall consider amending the Los Alamos Community Plan Circulation Element to include intersection standards for unsignalized intersections.

Action CIRC-LA-1.2.3: The County shall work with Caltrans to design, fund, install, and maintain safe aesthetically pleasing pedestrian walkways and bicycle lanes linking residential and commercial uses in Los Alamos, including uses located east of Highway 101, with
downtown Los Alamos and Bell Street. See Action LUC-LA-3.1.

Policy CIRC-LA-1.3: A determination of project consistency with the standards and policies of this Community Plan Circulation Section shall constitute a determination of consistency with Land Use Development Policy #4 with regard to roadway and intersection capacity.

Policy CIRC-LA-1.4: New development fronting Bell Street shall incorporate curb, gutter, and sidewalks consistent with the Bell Street Design Guidelines (e.g., walkways, boardwalks). Walkways along County roads perpendicular to Bell Street, within the CM-LA zone, shall be designed to integrate seamlessly with pedestrian walkways along Bell Street, and should incorporate permeable paving to the extent feasible as approved by County Public Works Department and compliant with Americans with Disabilities Act (ADA) standards where applicable. Curb and gutter may be required to achieve adequate drainage.

Action CIRC-LA-1.4.1: The County Planning and Development and Public Works Departments shall prepare a Pedestrian Circulation Plan for the CM-LA zone district which provides for a safe and efficient circulation system which meets legal mandates for accessibility, and reinforces the community’s informal, rural character.

Policy CIRC-LA-1.5: Angled parking shall be encouraged within the CM-LA Zone District on County maintained roads.

Action CIRC-LA-1.5.1: Within two years of plan adoption, the County Planning and Development and Public Works Departments shall prepare an On-Street Parking Plan for the CM-LA zone district. The parking plan shall establish ultimate road rights-of-way and angled parking configurations for each street identified on Figure 8 and identify drainage and frontage improvements. The parking plan shall include a phasing program for installation of angled parking. The plan should also evaluate the feasibility of an in-lieu fee parking program to offset costs for installing angle parking in the CM-LA zone district. The On-Street Parking Plan shall reinforce the community’s informal, rural character and be prepared concurrent to the Pedestrian Circulation Plan. See Action CIRC-LA-1.4.1.

Action CIRC-LA-1.5.2: The County shall work with the community and Caltrans to discuss the feasibility of acquiring Bell Street through Los Alamos as a County maintained road.
Action CIRC-LA-1.5.3: The County shall coordinate with Caltrans to discuss the feasibility of an alternative truck route to Bell Street.

Policy CIRC-LA-1.6: The County Public Works Department shall monitor traffic volumes at selected intersections in the community at least every five years and accident reports as they occur or annually. At intersections with no stop signs to control traffic right-of-way, the volume and accident data will be used to determine whether conditions warrant installation of stop signs on the approach(es) of one or both roadways. At certain intersections with higher traffic volumes (such as Bell Street at Centennial Street and Bell Street at Main Street), traffic signal warrant analyses shall be conducted to determine if an upgrade of traffic control from stop signs to traffic signals is warranted. Signal warrant determinations shall be conducted in cooperation with Caltrans.

GOAL CIRC LA-2: The County Shall Continue To Encourage The Use Of Alternative Modes Of Transportation Such As Bicycling, Walking, Carpooling, And Other Forms Of Ridesharing.

Policy CIRC-LA-2.1: New development shall be sited and designed to encourage pedestrian and bicycle travel and provide maximum access to facilities that offer alternative modes of transportation (e.g. park and ride areas, bus stops).

Policy CIRC-LA-2.2: In its long-range land use planning efforts, the County should seek methods to link commercial, recreational and educational facilities with transit lines, bikeways and pedestrian trails.

Action CIRC-LA-2.2.1: As appropriate, the County should include the Los Alamos Planning Area in the Countywide Transportation Management Programs which provide, but are not limited to, programs for commuter-related traffic.

Action CIRC-LA-2.2.2: The County, in cooperation with Caltrans, shall seek to locate and acquire a site in Los Alamos which is suitable for development of a Park and Ride facility.

Action CIRC-LA-2.2.3: The County Planning and Development Department, Parks Department, and Public Works Department should work with the Los Alamos Planning Advisory Committee, the school district, and any other appropriate community organizations, to establish appropriate locations for future bikeways and trails.
Action CIRC-LA-2.2.4: The County shall revise the County Road Impact Fee Ordinance to allocate a minimum of twenty percent of all transportation impact fees collected from development projects in Los Alamos for transit, bicycle, and pedestrian uses/facilities.
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C. FIRE PROTECTION

1. SETTING

Fire protection within Los Alamos is provided by Station 24 of the Santa Barbara County Fire Department. The station is located at 99 Centennial Street in the center of town. Fire Station 24 includes both a heavy equipment “construction” section (ie: bulldozers, terra torches, etc.) and an “operations complex” which houses offices, staff quarters, and the fire engines. The main component of Fire Station 24 is an un-insulated metal butler building that was never intended to be a permanent facility. In addition, the heavy equipment is currently stored outside with no protection from the weather.

These existing facilities were built in 1957. They represent the oldest fire department facilities in the County and are inadequate for modern needs. In 2010, the County began the process of replacing the existing Fire Station 24 with a 12,400 square foot (s.f.) Fire Operations Complex as part of an expansion at the existing station (0.91 acres) and on two adjacent parcels (0.68 acres). The project would include a 6,800 s.f. Fire Station Facility and would house working quarters the Emergency Operations Division, including a 4,000 s.f. warehouse/covered equipment maintenance facility and offices for the Construction Section (heavy equipment) of the Fire Department, and includes 1,600 s.f. for an office and living quarters for the North County Battalion Chiefs.

Currently, Fire Station 24 is operated by three shifts composed of three fire fighters each, with a total staff of nine fire fighters. The station includes a primary engine, a reserve engine and a heavy brush truck. The primary engine carries 500 gallons of water and has a pump capacity of 1,250 gallons per minute (gpm). The reserve engine carries 500 gallons of water and has a pump capacity of 1,250 gpm. The brush truck carries 500 gallons of water and has a pump capacity of 500 gpm. Primary Emergency Medical Technician (EMT) and Paramedic level (EMT-P) emergency medical service is provided by the Santa Barbara County Fire Department from Fire Station 24 in Los Alamos. Ambulance transport services are provided by American Medical Response (AMR, a private company) from the Solvang and Santa Maria areas.

Fire Protection Standards:

The Santa Barbara County Fire Department employs the following three standards with respect to provision of fire protection services:

1. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 in population is considered “ideal,” although a ratio (including rural areas) of one firefighter per 4,000 population is the absolute maximum population that can be adequately served.

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1 Personal comment, Captain Martin Johnson, Santa Barbara County Fire Department
2. A ratio of one engine company per 16,000 population, assuming four firefighters per station, represents the absolute maximum population that the Santa Barbara County Fire Department has determined can be adequately served by a four-person crew.

3. The third fire protection standard is a 5-minute response time in urban areas. This incorporates the following the National Fire Protection Association (NFPA) guidelines response-time objectives:

   a) One minute (60 seconds) for turnout time, and  
   b) Four minutes (240 seconds) or less, for the arrival of the first-arriving engine company

Emergency response time for fire protection service within the community limits is five minutes or less. Emergency response time outside of the community limits ranges up to forty minutes within Station 24”s area of responsibility. Fire equipment access is not a problem within the community limits but there are some problems in the outlying areas. Most areas outside of the planning area and within Station 24”s jurisdiction are considered High Fire Hazard Areas. Within the Planning Area some of the undeveloped areas on the periphery are considered high fire hazard areas.

In 2007, Station 24 responded to 331 calls for emergency service. Thirty-two percent of those calls occurred within the actual township. Twenty-seven percent of the total calls for emergency service were for medical emergencies. The remainder was primarily for structure fires, brush fires, vehicle accidents, and mutual assistance. The level of fire service for Los Alamos currently provided by Station 24 falls within the requirements for meeting the population to firefighter ratios, as well as the five-minute emergency response time criteria in the township.

There are a total of 70 fire hydrants in Los Alamos. Since the original plan was adopted, 27 new hydrants have been installed, mostly due to new development, and the Los Alamos Community Services District has upgraded the other 43 to meet County fire department standards. Today, all hydrants meet County standards and only three do not have lateral street shut-off values.

The current water distribution system is considered by the Fire Department to be adequate to serve the needs of the community with the expected completion of upgrades by the Los Alamos Community Services District, with the exception of commercial and industrial buildings without sprinklers (such as the Union Hotel and two antique stores occupying converted warehouse buildings). The water pressure and fire flow for Los Alamos meet the Fire Department”s minimum standards. The average water pressure throughout Los Alamos is 78 PSI, and fire flows throughout the town are between 1,000 and 1,350 gpm. This flow satisfies the County Fire Department requirements of 750 gpm for single-family residential development and 1,250 gpm for commercial development. However, the fire flows may not be adequate for multi-family residential, industrial and mobile home development which can require between 1,500 and 2,500 gpm.
Table 5: Los Alamos Community Service District Design Standards for Fire Flow

<table>
<thead>
<tr>
<th>Type of Zoning District</th>
<th>Minimum Safe Fire Flow (gpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential/Single-Family (R-1)</td>
<td>1000</td>
</tr>
<tr>
<td>Residential/Multi-Family (R-2, DR)</td>
<td>1500</td>
</tr>
<tr>
<td>Residential/Mobile Home (MHP)</td>
<td>2500</td>
</tr>
<tr>
<td>Commercial (C-1, C-2)</td>
<td>2500</td>
</tr>
<tr>
<td>Industrial (M-1)</td>
<td>2500</td>
</tr>
</tbody>
</table>

Source: Los Alamos Community Services District (LACSD) Water Facilities Planning Study, 2006

With a 200,000-gallon welded steel tank, a 500,000-gallon underground concrete reservoir, and the 1-million gallon welded steel tank constructed in 2004, and the completion of all fire hydrant upgrades as noted above, the Los Alamos water system, with the exception of the fire flow issues noted above, is more than adequate to meet current needs (LACSD Water Facilities Planning Study, 2006). Buildout under this Community Plan is not expected to increase emergency fire and medical service response times within the service area. The water supply would be adequate under plan buildout, and the water distribution system is also considered to be generally adequate. However, because there is not adequate flow for multi-family residential, industrial and commercial districts, any further intensification of these types of uses would have to be carefully designed and constructed. Commercial and multi-family residential buildings should be small and equipped with automatic fire sprinkler systems. Furthermore, the additional development of commercial, industrial, or multi-family residential/mobile home uses may require additional water facilities on-site, including booster pumps or on-site water storage for fire purposes. Given Station 24's current staffing levels and equipment, the County Fire Department does not expect that anticipated growth in Los Alamos under this Community Plan would result in an exceedance of Station 24's service capacity for the Planning Area, as long as project design appropriately addresses fire suppression and safety needs.
2. **FIRE PROTECTION GOALS, POLICIES, AND DEVELOPMENT STANDARDS**

**GOAL FIRE-LA-1:** Reduce Fire Hazards Community-Wide While Preserving And Enhancing The Hillside Views.

**Policy FIRE-LA-1.1:** Ensure that adequate fire staffing and facilities are available to meet the needs of both existing and new development in the Los Alamos Township, as well as service demands from outside the township area.

**Action FIRE-LA-1.1.1:** The County General Services, Real Property Division and Fire Department shall continue to search for a suitable replacement site for Station 24 and the needed “Operations Complex” in proximity to the downtown area. The County will need to secure additional funding for the Fire Department for these necessary capital improvements.

**Action FIRE-LA-1.1.2:** The County shall explore the feasibility of establishing a staffed Sheriff’s substation within the future Operations Complex to help ensure public safety and welfare.

**Dev Std FIRE-LA-1.1.3:** Developments within High Fire Hazard Severity Zones shall comply with County Fire Department defensible space requirements.

**Policy FIRE-LA-1.2:** Water system and storage facilities shall be engineered to provide adequate fire flows, capacities and pressures necessary to meet the needs of the planning area. Fire hydrants shall be located along streets, and, where necessary, within developments as required by the County Fire Department.
D. PARKS, RECREATION, AND TRAILS

1. SETTING

There are presently two public parks within the urban boundaries of Los Alamos. The largest park, which is 51 acres, is Los Alamos County Park, located at 500 Drum Canyon Road. The park is owned and maintained by the County of Santa Barbara. Park facilities are for day use only and include the following amenities: three group picnic/barbecue areas, ten family picnic units, one ball field, three horseshoe pits, one volleyball court, and playground equipment. It has regularly been the starting point or otherwise incorporated into regional bicycle events.

The second park is located on Bell and Centennial Streets and is maintained by the Los Alamos Community Services District. This park is approximately 1.5 acres in size and is for day use only. This centralized downtown neighborhood park is an opportune location for community events and concerts.

The County Parks Department currently uses a generation factor of 4.7 acres of parkland/1000 persons to determine a community's park needs. Given the size of Los Alamos County Park, it could support the needs of a population of 10,581 persons. Given the growth constraints imposed by the town's urban boundaries, population would not exceed the park's current carrying capacity. The County park does have a master plan (1977); however, the Parks Department has no expansion plans at this time, other than the creation of an additional group picnic/barbecue area.

Through the course of updating the Community Plan, many residents expressed a desire for more youth-oriented recreational opportunities within the community, particularly in the form of league sports such as soccer, baseball, and football. Currently residents with youth participating in organized sports must commute to areas such as Santa Ynez, Santa Maria and Santa Barbara because no such opportunities exist locally. Although Los Alamos does not have the population base to support individual leagues, the community could potentially partner with another provider to include some occasions when games are held locally. Several regional providers do have leagues with traveling teams, but no games or events are currently held in Los Alamos. Providers currently serving the region consist of public and private entities and include: Solvang Parks and Recreation, Buellton Parks and Recreation, American Youth Soccer Organization (Santa Ynez Valley), Santa Ynez Youth Football League, Santa Ynez Valley Pony League Baseball, Santa Barbara Youth Football League (Coastal Valley Youth Football Conference), and the Stuart C. Gildred Family YMCA (Santa Ynez branch of the Channel Islands YMCA Association).

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1 Santa Barbara County Land Use Element, page 52
2. PARKS, RECREATION, AND TRAILS
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL PRT-LA-1: Protect Diverse Recreational Opportunities So That The Community's Current And Future Recreational Needs Are Met To The Maximum Extent Feasible.

Policy PRT-LA-1.1: Diverse outdoor and indoor recreational opportunities shall be encouraged to enhance Los Alamos recreational resources and to ensure that current and future recreational needs of residents are met.

Action PRT-LA-1.1.1: The citizens of Los Alamos are encouraged to form a non-profit recreation district or other service organization which can work with regional public and non-profit youth league sponsors to get Los Alamos included on the circuit as a site for games and events.

Action PRT-LA-1.1.2: The County Parks Department shall designate a trail along San Antonio Creek and apply a proposed trail designation on the County's Parks, Recreation, and Trail (PRT) map for Los Alamos.
E. POLICE PROTECTION

1. SETTING

Police protection in the town of Los Alamos is provided by both the Santa Barbara County Sheriff's Department and the California Highway Patrol (CHP). The County Sheriff's Department, Santa Maria Substation, provides primary service to the Planning Area, with backup from the Santa Ynez Valley Substation when needed. Five patrol cars out of Santa Maria are on 24-hour duty in the Santa Maria Judicial District (Orcutt, Los Alamos, Sisquoc, Garey, and Tepesquet), with two additional backup patrols available out of the Santa Ynez Valley Substation in Solvang. Los Alamos is within the eastern portion of the Santa Maria Substation judicial district. The Santa Maria Station currently does not provide “contract city” services within its geographical areas of concern.

Depending upon demand, one or more patrol cars may be in the planning area, and patrol cars are dispatched to the planning area to cover calls for emergency service or for events that demand police services. The Santa Maria Station no longer relies upon service standard levels based upon deputy per population ratios. Rather, patrol deputy deployment is predicated upon set “minimum staffing standards” out of officer safety concerns. “Minimum staffing” levels for the Santa Maria Station has been established to consist of one field supervisor and three patrol personnel per 12-hour shift, on a 24 hour basis, to service the station’s geographical areas of concern. The current staffing level for the Santa Maria Station consists of one field supervisor and four patrol personnel per shift (one deputy above minimum staffing). This staffing is considered to be an adequate level of service for the Los Alamos area given its low crime rate. It is anticipated that the County Sheriff's Department would need to increase the number of officers on its district-wide 24-hour patrol by one Deputy Sheriff to accommodate the additional growth at plan buildout.

Current response times to Los Alamos from the Santa Maria area is varied, dependent upon the nature of the service call. For service calls necessitating an emergency patrol response, average response times are from 10-12 minutes. Non-emergency patrol responses average from 15-20 minutes.

Table 6 indicates service activity levels pertaining to the Los Alamos area covering the period of time from January 2000 to October 2006.
Table 6: Sheriff’s Service Activity in Los Alamos
10 Most Frequent Calls for Service (01/2000-09/2006)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Type of Service Call</th>
<th>Number of Calls</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Disturbing the peace</td>
<td>262</td>
</tr>
<tr>
<td>2</td>
<td>Miscellaneous dispatch</td>
<td>231</td>
</tr>
<tr>
<td>3</td>
<td>Alarm call</td>
<td>214</td>
</tr>
<tr>
<td>4</td>
<td>Follow-up investigations</td>
<td>187</td>
</tr>
<tr>
<td>5</td>
<td>Outside agency assistance</td>
<td>152</td>
</tr>
<tr>
<td>6</td>
<td>Suspicious circumstances</td>
<td>143</td>
</tr>
<tr>
<td>7</td>
<td>Prisoner transport</td>
<td>132</td>
</tr>
<tr>
<td>8</td>
<td>Public relations contact</td>
<td>130</td>
</tr>
<tr>
<td>9</td>
<td>Check the welfare</td>
<td>98</td>
</tr>
<tr>
<td>10</td>
<td>Miscellaneous traffic call</td>
<td>98</td>
</tr>
<tr>
<td>11</td>
<td>Juvenile problem</td>
<td>91</td>
</tr>
<tr>
<td></td>
<td>Other Calls</td>
<td>1345</td>
</tr>
</tbody>
</table>

Total number of calls (2000-2006): 3,083
Average number of calls annually: 536

Source: Santa Barbara County Sheriff’s Department

2. POLICE PROTECTION
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL POL-LA-1: Ensure Adequate Police Services For Los Alamos To Protect Property And Provide Public Safety.

Policy POL-LA-1.1: The hiring of additional staff shall be phased with the additional population growth based on the staffing level recommended by the Sheriff’s Department.

Action POL-LA-1.1.1: The County shall explore the feasibility of establishing a staffed Sheriff’s substation within Los Alamos in order to provide a greater police presence and reduce call response time.
F. RESOURCE RECOVERY

1. EXISTING SETTING

The Integrated Waste Management Act of 1989 mandated local jurisdictions meet numerical diversion goals of 25% by 1995 and 50% by 2000, and established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

Residents were asked to sort recyclables into different containers based on material type and to place the containers at their curb on a weekly basis. In addition to the curbside recycling program, other significant diversion programs were implemented including: the promotion of backyard composting, assistance with recycling in the commercial sector, and an aggressive educational outreach program. Programs to divert construction and demolition debris were also initiated. Due to these programs, the County reached a diversion rate of 28 percent by 1995. With recycling of organic kitchen and yard materials in mid-1997, the diversion rate in the unincorporated County soon reached 43%. Although the collection frequency has not increased and the program remains voluntary, the current program has been effective given the unincorporated diversion rate of 63% as of 2006.

The Santa Barbara County Public Works Department Resource Recovery & Waste Management Division (Division) is responsible for planning and implementing waste collection and recycling programs throughout the County. The Division contracts with private waste haulers to provide waste collection services. Waste collection in Los Alamos is provided by contract with Health Sanitation Services (HSS), a solid waste collection and recycling company, which is a subsidiary to Waste Management, Inc. Solid waste collected within the Los Alamos area is transported to the City of Santa Maria Landfill located 20 miles to the northwest of Los Alamos. All collected recyclables are delivered to HSS” material recovery facility in Santa Maria where materials are processed and marketed. Yard waste is delivered to and ground at the HSS yard in Santa Maria, then transferred to Engle & Gray composting facility located in Santa Maria for composting.

The City of Santa Maria Landfill operates as a regional facility disposing of approximately 340-350 tons of solid waste a day (personal communication, Billy Brown 2009), receiving the largest volume of waste by a North County landfill. The landfill has a permitted disposal rate of 858 tons per day and a permitted capacity of 13,998,400 cubic yards (cy). As of 2000, 84 percent (11,827,679 cy), of the landfill”s capacity is used. The remaining 15.5% (2,170,721 cy) capacity is expected to be exhausted by 2018, when the landfill will close (CIWMB 2009). The City of Santa Maria has purchased property to site a new landfill located at the Los Flores exit off Highway 101.

Assuming 2.91 residents per residential unit and 0.95 tons per person per year, the buildout of additional residential units would generate approximately 1,893 tons of solid waste per year. Nonresidential uses would generate a total of 565 tons/year, for a total of 2,458 tons/year. The Santa Maria landfill is anticipated to provide uninterrupted service to the Plan Area.
2. RESOURCE RECOVERY
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL RRC-LA-1: Provide Community-Wide Resource Recovery Opportunities.

Policy RRC-LA-1.1: The County shall maintain recycling programs in Los Alamos and enhance programs when feasible.
   a. Applicants for individual discretionary projects in the Plan Area shall develop and implement a solid waste management plan or source reduction plan to be reviewed and approved by Public Works Resource Recovery and Solid Waste Division.

Action RRC-LA-1.1.1: The County shall investigate potential programs that could be implemented in the Los Alamos area to further the goals of the Source Reduction and Recycling Element, such as increased frequency of collection for curbside recycling programs.

Action RRC-LA-1.1.2: The County Public Works Department shall work with Caltrans, the local solid waste collection and recycling provider, and property owners to develop a program for placement of trash and recycling receptacles along Bell Street.
G. SCHOOLS

1. SETTING

The Los Alamos School District (LASD) and the Santa Maria Joint Union High School District (SMJUHSD) provide primary and secondary public education to students in the Los Alamos area.

Olga Reed Elementary School, located at 480 Centennial Street in Los Alamos, currently provides both elementary and junior high school level education (K-8) to students within Los Alamos. The 300 student capacity at Olga Reed Elementary School includes the four existing portable classrooms. Students from Los Alamos attend Ernest Righetti High School in Orcutt. Student capacity and enrollment at these educational facilities are summarized in Table 7.

<table>
<thead>
<tr>
<th>School</th>
<th>Grade Level</th>
<th>Capacity</th>
<th>Enrollment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Olga Reed Elementary</td>
<td>K-8</td>
<td>300</td>
<td>234</td>
</tr>
<tr>
<td>Ernest Righetti High</td>
<td>9-12</td>
<td>1,600</td>
<td>2,286</td>
</tr>
</tbody>
</table>

Source: Ron Barba, LASD April 2009; Gary Wuitschick, SMJUHSD April 2009

The 2,286 student at Ernest Righetti High School currently exceeds the facility’s 1,600 student design capacity. Thirty-nine on-site temporary, portable classrooms provide the additional capacity required to meet the demands of Ernest Righetti High School students. The school is currently in the planning stages of constructing 10 - 12 additional classrooms that would be available in the future. The additional classrooms would accommodate 324 students, increasing the facility’s design capacity to 1,924 students (Gary R. Wuitschick, 2009).

The district has three comprehensive high schools (Pioneer Valley, Ernest Righetti, and Santa Maria High) as well as one continuation school, Delta High School. Although the district's newest school, Pioneer Valley, opened in August 2004, the community's growth has generated the need for another high school by 2009. The community passed a $79 million school bond in November 2004 to build this fourth high school, as well as add permanent classrooms and complete a variety of projects at its other high schools. With the opening of Pioneer Valley High, some enrollment pressure will be relieved from the other high schools in the district, as may be evidenced by the lower 2007 enrollment of 2,527 for Righetti High.
2. SCHOOLS
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL SCH-LA-1: Coordinate With The School Districts To Provide Adequate Classroom Space While Planning For Future Growth.

Policy SCH-LA-1.1: The County should encourage the Santa Maria High School District and the Santa Ynez High School District to consider the feasibility of changing the school district boundaries so that high school students from the Los Alamos area would attend Santa Ynez High School rather than Ernest Righetti High School. The feasibility of this option should be addressed based on the buildout figures identified for the Santa Ynez Valley in the Santa Ynez Valley Area Plan. If determined to be feasible, the County should encourage the affected school boards and/or support other local efforts to place such a boundary change on the ballot.

Policy SCH-LA-1.2: The County shall encourage the school districts that serve the Los Alamos Planning Area to identify and pursue options to provide additional facilities as needed and/or other remedies to alleviate overcrowding.

Policy SCH-LA-1.3: Projects in the Los Alamos Community Plan Area are subject to the payment of mitigation fees to each school district that serves the property consistent with state law. Fee payment shall be those in effect at the time of issuance of building permits.
H. WASTEWATER

1. SETTING

The Los Alamos Community Services District (LACSD) currently provides sewer service to property within the Plan Area; except for some properties on the northeast side of Highway 101, within Subarea 1 (See Figure 10). A total of 16 parcels (10 existing residential units) are located outside the LACSD service area (pers. Comm. Kevin Barnard, 2009). Most of the parcels outside the LACSD service boundary range in size from 5-15 acres and therefore on-site wastewater treatment is more practical.

During the 1980's, development in Los Alamos was limited due to constraints on the use of septic systems and the lack of a wastewater treatment plant for the community. On April 8, 1985, the LACSD was awarded a Federal EPA grant and a grant from the California State Department of Water Resources for the design and construction of the Los Alamos Wastewater Collection and Treatment Project. On July 12, 1985, Order No. 85-97 was adopted by the Regional Water Quality Control Board (RWQCB) for operation of the facility. The LACSD began providing sewer service to Los Alamos after the completion of the wastewater treatment plant and the extension of sewer lines in late 1988. Prior to completion of Phase I of the wastewater treatment facility and collection system, a moratorium existed on new construction.

In September 1993, Phase II of the wastewater treatment plant was completed, increasing the capacity of the treatment facilities. After completion of Phase II, the treatment facility began operating under Order No. 92-93 of the RWQCB (Central Coast Region). Order No. 92-93 allowed the LACSD to discharge a maximum of 176,000 gallons per day (gpd), averaged over each month.

In order to keep up with growth and the eventual buildout of the community, an additional plant upgrade was required. On December 2, 2005, the RWQCB revised Order No. 92-93 by adopting Order No. R3-2005-0133 allowing Phase III of the wastewater treatment plant to proceed, and authorizing the upgraded facility to discharge up to a maximum of 225,000 gpd, averaged over each month. The LACSD wastewater collection system and treatment ponds are rated at 400,000 gpd in order to meet buildout conditions under the 1994 Plan and exceed the plant’s current permitted disposal capacity of 225,000 gpd without plant upgrades (pers. Comm. Kevin Barnard, 2009).

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1 Information provided in this section was primarily obtained from the Los Alamos Community Services District (LACSD) report, Wastewater Collection and Treatment Facilities Planning Study, Final April 2006, and by Kevin Barnard, General Manager of the LACSD, unless noted otherwise.

2 Pursuant to the California Regional Water Quality Control Board, the standards used for wastewater treatment are gallons per day (gpd) or million gallons per day (mgd).
2. **WASTEWATER TREATMENT SYSTEM**

The wastewater treatment system for Los Alamos is comprised of four basic elements: a primary and secondary treatment facility; an effluent disposal system; two lift stations; and trunk lines. The lift station is located on Bell Street, south of the San Antonio Creek crossing. It presently has two 7.5 horsepower pumps operating at 270 gpm each, and is capable of pumping 259,200 gallons in an eight hour period, with a wet well capacity of 7,100 gallons.

**Primary and Secondary Wastewater Treatment Facilities**
The wastewater treatment plant, including the Phase III expansion, covers 66.2 acres and is situated two miles northwest of Los Alamos. All effluent is processed on site using two treatment ponds (aerated oxidation), each with a capacity of 1.4 million gallons. The two 18-foot deep treatment ponds are aerated and have an average detention time of 11.33 days. The treatment capacity of each pond is 400,000 gpd. This rate is generally assumed to be the original future maximum plant capacity when all other system components (e.g., lift station, disposal basins, reclamation system, etc.) have been fully improved (Dennis Bethel & Associates, Inc. 2006).

Current wastewater treatment plant flows average 116,000 gpd in the summer and 118,000 gpd in the winter; the plant is currently at 53% capacity based on the daily flows averaged over each month. As such, the LACSD is meeting their discharge limits. The plant’s permitted flow is 225,000 gpd per RWQCB permit order No. R3-2005-0133. RWQCB guidelines are such that when wastewater production reaches 75% of the plant’s average monthly flow capacity, or 168,750 gpd, the permit would need to be upgraded and possibly extended. However, according to RWQCB (personal communication, Ryan Lodge, Central Coast RWQCB 2009), the LACSD would not necessarily require a revised permit upon reaching 75% of the plant operating capacity. Instead, the RWQCB would require a revised permit to increase the LACSD plant maximum flows in excess of the 225,000 gpd permitted flow. Increasing flow capacity up to the maximum design capacity of 283,000 gpd would require “significant” plant upgrades (Bethel Engineering, 2008). A revised permit to increase the maximum flow capacity would be subject to RWQCB requirements limiting the Total Maximum Daily Loads (TMDL) allowable for Total Dissolved Solids (TDS), Chloride, and Sodium. The TMDL for TDS is 850 mg/liter, for Chloride, 200 mg/liter, and for Sodium, 200 mg/liter. LACSD is currently operating at 828 mg/liter of TDS, 150 mg/liter of Chloride, and 140 mg/liter of Sodium, which is in compliance with the existing permit. According to LACSD and RWQCB staff, it is anticipated that any increase in flow capacity, up to the plant’s maximum design capacity of 283,000 gpd would remain within RWQCB requirements for TMDLs.

**Effluent Disposal System**
LACSD operates four disposal basins covering approximately 47.6 acres of sloping pastures located adjacent to the plant. The basins allow for spray irrigation of treated wastewater for evaporation and percolation that provide a total 60.1 acre-feet of storage that is sufficient to accommodate effluent and rainfall from a 100-year storm event. The basins are used for retaining treated effluent and surface runoff, which will either evaporate, percolate or be pumped back into the treatment ponds for irrigation.
LACSD assesses impact fees on sewer connections to offset costs related to the construction of new physical capital improvements, while monthly fees are used to cover costs associated with daily operation and maintenance of the plant and administration services. The cost of the connection fees are calculated based on the District’s existing and projected infrastructure demands. The one-time connection fee is based on the type of development proposed and whether the proposed project is located within the existing LACSD boundaries or requires annexation into the district.

Trunk Lines
A 10-inch diameter main trunk line runs along Main Street connecting the east side of Highway 101 (Subarea 1) to the western edge of LACSD. A 12-inch main trunk line continues from Main Street across Bell Street to the Bell Street lift station. Smaller, 6-inch diameter feeder lines connect the existing residences and businesses to the main trunk lines. All sewer lines are gravity flow from the individual residential and commercial properties to the main trunk lines, with the exception of one residential property located north of San Antonio Creek on Augusta Street (Dennis Bethel & Associates, Inc. 2006).

Lift Stations
The primary lift station that propels the flow of wastewater effluent through sewer mains is located on Bell Street, south of the San Antonio Creek crossing. It presently has two 7.5 horsepower pumps (operate opposite of the other one) operating at 270 gpm each, and is capable of pumping 259,200 gallons in an eight-hour period, with a wet well capacity of 7,100 gallons. This lift station sends effluent across San Antonio Creek via a 1,950 linear foot, 8-inch force main up to the plant. A second lift station is located on Augusta Street near San Antonio Creek and serves to connect a single residential property on the north side of the San Antonio Creek to the main trunk lines, which is then pumped to the plant.

3. WASTEWATER TREATMENT CAPACITY

Wastewater Analysis
The LACSD Wastewater Collection and Treatment Facilities Planning Study (Study) completed in April 2006 (Dennis Bethel & Associates, Inc. 2006) summarized existing wastewater flows based on 2005 flow data, and projected ultimate flows based on derived unit flow factors and buildout data per the 1994 Existing Plan. According to the Study, the historical average wastewater flow per residential dwelling unit (DU) in Los Alamos has ranged from 157 to 209 gallons per day (gpd); an average wastewater flow of 191 gpd was calculated for 2005.

The County, in consultation with the LACSD, updated the wastewater estimates during the preparation of the Los Alamos Community Plan Update EIR. The updated estimates used data compiled on existing commercial and industrial development, and the number of single-family, multi-family and second residential units. The average residential wastewater flow rate in 2008 flows was 178.00 gpd/EDU (equivalent dwelling unit), as shown in Table 8.

The updated unit flow analysis prepared for the Los Alamos Community Plan Update EIR
estimated wastewater flows for commercial and industrial development based on the wastewater generation formula used for future flow projections in the Study. The Study identified a commercial and industrial development wastewater treatment demand of approximately 22 gpd per 1,000 square feet of building area. Calculations were based on LACSD water use records and the assumption that 65 percent of all water demand requires wastewater treatment (the “return rate” to the sewer system). Wastewater flows for Olga Reed Elementary School were estimated from the number of students (average daily enrollment) and typical published wastewater flow rates for schools. The analysis also takes into consideration lower wastewater flows for multi-family and second units by assigning an equivalent dwelling unit (EDU) conversion based on published typical sewer flows.

In 2008, the total average wastewater flow to the wastewater treatment plant was 117,000 gpd (Bethel Engineering letter to Derek Johnson, Long Range Planning, November 26, 2008). Working back from this total, the average residential wastewater flow rate in 2008 flows was 178.00 gpd/EDU.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Quantity</th>
<th>Sewer EDUs/DU¹</th>
<th>Total EDUs</th>
<th>Average Unit Wastewater Flows</th>
<th>Total Flow (gpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Units</td>
<td>447 units²</td>
<td>1.0</td>
<td>447</td>
<td>178.00 gpd/EDU (calculated)</td>
<td>79,565</td>
</tr>
<tr>
<td>Multi-Family Units</td>
<td>192 units</td>
<td>0.9</td>
<td>173</td>
<td></td>
<td>30,758</td>
</tr>
<tr>
<td>Second Units</td>
<td>-</td>
<td>0.75</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Total Residential</td>
<td>639 units</td>
<td>620 EDUs</td>
<td></td>
<td></td>
<td>110,323</td>
</tr>
<tr>
<td>Non-Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>174,270 sf</td>
<td>-</td>
<td>-</td>
<td>21.67 gpd/1000 sf³</td>
<td>3,776</td>
</tr>
<tr>
<td>CM-LA</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Industrial</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Public/Institutional</td>
<td>25,880 sf</td>
<td>-</td>
<td>-</td>
<td></td>
<td>561</td>
</tr>
<tr>
<td>Elementary School (48,365 sf)</td>
<td>234 students</td>
<td>-</td>
<td>-</td>
<td>10 gpd/student⁴</td>
<td>2,340</td>
</tr>
<tr>
<td>Total Non-Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6,677</td>
</tr>
<tr>
<td><strong>Total Existing Average Wastewater Flows⁵</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>117,000 gpd</strong></td>
</tr>
</tbody>
</table>

1. Equivalent Dwelling Unit/Dwelling Units.
2. Excludes 10 SF units located outside of LACSD service area.
3. Based on a commercial/industrial conversion rate of total sf/30gpd * 0.65, per LACSD 2006 Wastewater Planning Study.
Wastewater Flow at Plan Area Buildout

Buildout of the Plan Area would realize an additional 678 residential units and 549,515 square feet of non-residential space, representing buildout of 1,304 residential units and 798,030 square feet of non-residential space shown in Table 9.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Quantity</th>
<th>Sewer EDUs/DU</th>
<th>Total EDUs</th>
<th>Average Unit Wastewater Flows</th>
<th>Total Flow (gpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Units</td>
<td>658 units</td>
<td>1.0</td>
<td>658</td>
<td>178.00 gpd/EDU</td>
<td>117,123</td>
</tr>
<tr>
<td>Multi-Family Units</td>
<td>608 units</td>
<td>0.9</td>
<td>547</td>
<td></td>
<td>97,401</td>
</tr>
<tr>
<td>Second Units</td>
<td>38 units</td>
<td>0.75</td>
<td>29</td>
<td></td>
<td>5,073</td>
</tr>
<tr>
<td>Total Residential:</td>
<td>1,304 units</td>
<td></td>
<td>1,234 EDUs</td>
<td></td>
<td>219,597</td>
</tr>
<tr>
<td>Non-Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>421,413 sf</td>
<td>-</td>
<td>-</td>
<td>21.67 gpd/1000 sf(3)</td>
<td>9,131</td>
</tr>
<tr>
<td>CM-LA</td>
<td>188,750 sf</td>
<td>-</td>
<td>-</td>
<td></td>
<td>4,090</td>
</tr>
<tr>
<td>Industrial(2)</td>
<td>98,035 sf</td>
<td>-</td>
<td>-</td>
<td></td>
<td>1,194</td>
</tr>
<tr>
<td>Public/Institutional</td>
<td>41,467 sf</td>
<td>-</td>
<td>-</td>
<td></td>
<td>898</td>
</tr>
<tr>
<td>Elementary School (48,365 sf)</td>
<td>608 students</td>
<td>-</td>
<td>-</td>
<td>10 gpd/student(4)</td>
<td>6,080</td>
</tr>
<tr>
<td>Total Non-Residential:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21,393</td>
</tr>
</tbody>
</table>

Total Existing Average Wastewater Flows = 240,990 gpd
Projected Ultimate Maximum Month Flow (Average x 1.10) = 265,089 gpd

1. Number of ultimate residential units reduced to account for 13 units assumed to convert to commercial use.
2. Adjusted to include 70% reduction in total flow for the Lucas & Lewellen Winery (78,684 s.f.) onsite wastewater facility.
3. Based on a commercial/industrial conversion rate of total sf/30gpd * 0.65, per LACSD 2006 Wastewater Planning Study.

At buildout, average wastewater flows to the treatment plant are projected to be approximately 240,990 gpd, of which approximately 126,304 gpd is attributed to new development under buildout of the Plan Update. Based on the highest historical monthly peaking factor of 1.10 that reflect worst case wet weather flows, the projected maximum monthly wastewater flow to the treatment plant at buildout is approximately 265,089 gpd, as shown in Table 9. The total amount of 240,990 gpd would exceed the currently RWQCB permitted operating capacity of the LACSD wastewater treatment plant of 225,000 gpd, by approximately 15,990 gpd. To accommodate this additional flow, the existing retention basin capacity would need to be increased and the effluent pump system would require upgrading.

Community Plan actions and development standards require suspension of the issuance of land use permits once 90% of the permitted treatment capacity is reached until additional capacity is
brought online to serve any additional projects have been included in the Plan. New development is also required by Policy SD-LA-1.4 to pay for any needed upgrades to the system, consistent with County of Santa Barbara and LACSD policies.

Projections of when the treatment plant would exceed capacity range from 14 years (2024) under an aggressive 5% annual growth rate to 22 years (2032) under a moderate 3% growth rate consistent with regional growth trends and assuming no additional capacity is added to the treatment plant. ¹

¹ 2007 Regional Growth Forecast. Santa Barbara County Association of Governments.
5. WASTEWATER GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL SD-LA-1: Link Development To A Well-Managed Wastewater System That Best Serves The Public Health And Welfare.

Policy SD-LA-1.1: For those areas within the Los Alamos Community Services District boundaries, buildout shall be accommodated within eventual projected capacity of the wastewater treatment system.

Action SD-LA-1.1.1: The County shall monitor development activity in Los Alamos and provide data to the Los Alamos Community Services District (LACSD) for use in their wastewater collection and treatment facilities planning. Upon LACSD reaching 75% of the permitted plant capacity of 225,000 gpd, or 168,750 gpd, the County shall work cooperatively with the LACSD and Regional Water Quality Control Board to pursue feasibility, fiscal, and environmental studies to evaluate the possibility of expanding LACSD disposal capacity or other alternative solutions for accommodating increased wastewater treatment demand from buildout within the town of Los Alamos. Community input shall be sought regarding the content of the studies and potential alternative solutions to be considered.

Dev Std SD-LA-1.1.2: Upon reaching 90% of LACSD permitted capacity, the County shall suspend issuing land use permits requiring additional sewer system connections except for emergency or public benefit purposes, until additional wastewater treatment capacity is constructed.

Dev Std SD-LA-1.1.3: In order to approve a discretionary project within the Los Alamos Community Services District, a finding shall be made that adequate capacity exists from the Los Alamos sewer treatment system to service the specific project.

Policy SD-LA-1.4: If expansion of the wastewater infrastructure system becomes necessary due to new development, the burden of expansion shall be placed on the new development. Wastewater infrastructure upgrades, as necessary, shall be paid for through the Los Alamos Community Services District (LACSD) developer fee program.

Action SD-LA-1.4.1: The County shall support the efforts of the Los Alamos Community Services District to establish District eligibility for grants and loans to be used for wastewater system expansion and/or improvements.
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I. WATER

1. SETTING

San Antonio Groundwater Basin

The San Antonio Groundwater Basin underlies the entire town of Los Alamos and is the town's only water source. In fact, groundwater is the sole source of water supply within the basin boundaries. Water is delivered to town residents by the Los Alamos Community Services District. The groundwater basin covers a 110-square-mile watershed which is a narrow, wedge-shaped trough (the Los Alamos Syncline) that collects runoff from the Solomon Hills to the north and the Purisima Hills to the south (Figure 11 shows the San Antonio groundwater basin). According to the County Water Agency, the storage capacity of the groundwater basin is estimated to be 800,000 acre feet, with a gross safe yield of 8,667 acre feet per year (AFY). The safe yield is the quantity of water that can be drawn from a groundwater basin over a long period of time without developing a condition of overdraft.

Ground and surface water move north to south from the Solomon Hills and south to north from the Purisima Hills, toward the center of the valley, then westerly down the valley where it is discharged to the ocean. The Paso Robles formation, which underlies the valley alluvium, is the major aquifer in the Los Alamos area. It is characterized by mixtures and lenses of gravel, sand, silt and clay. High yields can be obtained from wells that penetrate many of the coarse-grained (gravel and sand) lenses. Groundwater also occurs as perched groundwater in the younger alluvial materials in the valley. The alluvium is locally permeable and yields minor quantities of water to shallow wells. Average rainfall within the basin is 15.52 inches which is less than the County average.

The San Antonio groundwater basin is currently overdrafted at a rate of 9,500 AFY. Total withdrawal from the basin is 25,540 AFY. The community of Los Alamos accounts for only about one percent of the existing demand on the basin. Agriculture accounts for the majority of the water use in the San Antonio groundwater basin, with agriculture using approximately 20,000 AFY. Although historically Vandenberg Air Force Base (VAFB) used approximately 3,400 AFY, with the recent shift to State Water as its principal supply, VAFB’s use had dropped to approximately 300 AFY. The town of Los Alamos currently uses approximately 362 AFY or 180 million gallons. A re-evaluation of the basin is required to determine if the basin is in balance. Land Use Element Development Policy #4 and proposed policies contained in the groundwater resources section of the Conservation Element address the regional concerns regarding overdrafted groundwater basins Countywide. In addition, policies regarding the use of drought-tolerant landscaping and the use of reclaimed water are included at the end of this section.

2 Santa Barbara County Flood Control District, Official Rainfall Record, pg 3.
5 Los Alamos Community Services District (LACSD), Water Facilities Planning Study, April 2006.
Water System
The Los Alamos Community Services District (LACSD) provides water service to all development within the urban boundaries requiring such service. The district was formed in 1958, and by the end of that year there were 100 connections. A significant increase in users also occurred between 1978 and 1981, with the completion of the County Park, Hinton developments and the expansion of Rancho Los Alamos Mobile Home Park. The LACSD currently serves 534 connections.

The existing water system consists of production, distribution and storage facilities. The LACSD owns three operating wells within the District boundaries. Wells #3, #4 and #5 are the District’s only production wells. Wells #1 and #2 were abandoned in the 1970’s due to problems with siltation. Well #3 was drilled in August 1978 and is currently producing 300+/- gpm. Well #4 was drilled in July 1988 and currently pumps 420+/- gpm. In 2006 the LACSD constructed Well #5. It is currently producing an average of 700-725 gpm.

Water Quality
The quality of drinking water is regulated by both state and federal agencies. In the 1970’s the Environmental Protection Agency (EPA) established the National Primary Drinking Water Regulations which specify maximum contaminant levels designed to protect the public health. The EPA also created the National Secondary Drinking Water Regulations which specify maximum contaminant levels for those substances that are not hazardous to health, but may cause taste, odor, color, staining or other conditions that adversely affect the aesthetics of the drinking water. The Secondary Regulations are unenforceable at the Federal level and have been issued only as State guidelines. The California Department of Health Services (CDHS) has been delegated primary enforcement power for both the National Primary and Secondary Drinking Water Regulations.

Recent water analyses for producing wells in Los Alamos showed that the mineral, physical and trace elements are within the allowed limits.

Water Storage
Los Alamos has three reservoirs located in the hills west of the district which provide storage and pressure for the system. One main reservoir, with a capacity of 500,000 gallons, is an underground concrete reservoir which is connected to the distribution system via a 12-inch pipeline. However, the interior lining has worn out and needs to be replaced. In 2004, a 1-million gallon welded steel tank was constructed next to the 500,000-gallon reservoir. In addition, the site for this tank was graded to provide for an additional future 1-million gallon tank.

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1 Information in this section is from the LACSD, Water Facilities Planning Study, April 2006.
2 Information in this section is from the LACSD, Water Facilities Planning Study, April 2006, pgs. 11-12.
3 Information in this section is from the LACSD, Water Facilities Planning Study, April 2006, pgs. 16-17.
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Finally, there is a 200,000-gallon welded steel tank that was refurbished in 1994. It was placed into service as an emergency backup to provide adequate fire flows. Due to the head difference between this storage tank and the other two reservoirs, this tank can be used only by manually operating the valve. Specific data for each of the storage facilities is provided below:

<table>
<thead>
<tr>
<th>Reservoir</th>
<th>Material</th>
<th>Actual Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>200,000 gal.</td>
<td>Welded Steel</td>
<td>177,025 gal.</td>
</tr>
<tr>
<td>500,000 gal.</td>
<td>Concrete</td>
<td>353,402 gal.</td>
</tr>
<tr>
<td>1-million gal.</td>
<td>Welded Steel</td>
<td>916,353 gal.</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
<td><strong>1,446,780 gal.</strong></td>
</tr>
</tbody>
</table>

Source: Los Alamos Community Services District, Water Facilities Planning Study, April 2006

Although storage capacity was increased significantly with the addition of the 1-million gallon tank in 2004, the required storage capacity based on water demand and fire needs is slightly less than optimum. There are three types of storage requirements for the system: operational storage, fire storage, and emergency storage. Because actual water demand rarely matches actual water production, operation storage is used under two scenarios:

1. To store water when the production is greater than the demand; and
2. To supply water when the demand is greater than the production.

Based on the experience of other California communities, required operational storage varies between 25 and 30 percent of the maximum daily demand. Fire storage is required when the capacity of the production facilities is insufficient to meet the necessary maximum daily demand plus fire demand considering the required fire flows, residual pressure and duration.

In this case, the Santa Barbara County Fire Department recommends fire storage equal to 2,500 gpm for 2 hours, which is equivalent to a storage volume of 300,000 gallons. Finally, emergency storage is an important component in the formula for overall storage needs. The concept of emergency storage is based on selecting a storage volume that will be sufficient in times of planned or unplanned outages, or major disasters such as earthquakes. Although there are several ways to calculate the necessary storage for emergency situations, the LACSD chooses to use the more conservative method which is three times the average day’s demand. The following table below summarizes the cumulative storage requirements; based on the formula used by the LACSD, there is presently a deficiency of 13,364 gallons.

Furthermore, the LACSD has determined the following future storage requirements based on projected growth of the community.
Table 11: Water Storage Requirements

<table>
<thead>
<tr>
<th>Component</th>
<th>Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>25% of Maximum Day Demand</td>
<td>198,500 gallons</td>
</tr>
<tr>
<td>Required Fire Storage</td>
<td>300,000 gallons</td>
</tr>
<tr>
<td>3 Times Average Day Demand</td>
<td>961,644 gallons</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>1,460,144 gallons</strong></td>
</tr>
<tr>
<td>Less Available Storage</td>
<td>1,446,780 gallons</td>
</tr>
<tr>
<td><strong>Deficiency</strong></td>
<td><strong>13,364 gallons</strong></td>
</tr>
</tbody>
</table>

Source: Los Alamos Community Services District Water Facilities Planning Study, April 2006

Table 12: Future Water Storage Requirements

<table>
<thead>
<tr>
<th>Year</th>
<th>Ave. Day Demand (gallons)</th>
<th>Max. Day Demand (gallons)</th>
<th>Operational Storage (gallons)</th>
<th>Emergency Storage (gallons)</th>
<th>Fire Storage (gallons)</th>
<th>Total Required Storage (gallons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>320,548</td>
<td>794,000</td>
<td>198,500</td>
<td>961,644</td>
<td>300,000</td>
<td>1,460,144</td>
</tr>
<tr>
<td>2011</td>
<td>402,600</td>
<td>998,448</td>
<td>249,612</td>
<td>1,207,800</td>
<td>300,000</td>
<td>1,757,412</td>
</tr>
<tr>
<td>Buildout</td>
<td>509,800</td>
<td>1,264,304</td>
<td>316,076</td>
<td>1,529,400</td>
<td>300,000</td>
<td>2,145,476</td>
</tr>
</tbody>
</table>

Source: Los Alamos Community Services District Water Facilities Planning Study, April 2006

Based on projections for future storage requirements, an additional 1-million gallon tank will be needed at a minimum, and complete buildout of the Plan area is likely to require an additional expansion. An alternative to the 1-million gallon tank would be to go with a larger diameter tank which could accommodate 1.25 million gallons.

**Distribution System**

The majority of the piping is asbestos-cement with some sections of PVC. The distribution system is comprised of 6 and 8-inch diameter pipelines. A 12-inch diameter transmission main in Centennial Street connects the main reservoir to the distribution system. There is also a 6-inch pipeline on the north side of the freeway which is looped to the distribution system on Bell Street. This 6-inch looped system was installed in 1990 to serve two large mobile home parks, a motel, an abandoned service station site, and several existing residences.

The minimum required flow for all uses is 20 psi and pressure should not drop below 30 psi during average demand. In addition, the State Uniform Plumbing Code requires that water system pressure not exceed 80 psi. According to the fire hydrant tests performed by the LACSD, the static water pressure is approximately 70-75 psi throughout the town, depending on the level of the water in the reservoirs. Therefore, the system meets the required criteria.

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1 Although the LACSD April 2006 Water Facilities Planning Study recognized a buildout of over 1,000 units was possible under the 1994 Community Plan, the Study was based on a buildout of 910 units, believing it to be more realistic.

2 Information in this section provided by the LACSD, Water Facilities Planning Study, April 2006.
2. WATER
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL WAT-LA-1: Minimize Depletion Of The Area's Groundwater Resources Through The Promotion Of Water Conservation And An Overall Reduction In Groundwater Use.

Policy WAT-LA-1.1: The use of reclaimed water, where feasible, shall be encouraged for irrigation of large open space areas (i.e., community parks, dedicated open space, etc.).

Policy WAT-LA-1.2: If expansion of the water infrastructure system becomes necessary due to new development, the burden of expansion shall be placed on the new development. Water infrastructure upgrades, as necessary shall be paid for through the Los Alamos Community Services District (LACSD) developer fee program.

Action WAT-1.2.1: The County shall support the efforts of the Los Alamos Community Services District to establish District eligibility for grants and loans to be used for water delivery and storage capacity infrastructure.

Action WAT-1.2.2: The County shall work with the Los Alamos Community Services District to establish water conservation best management practices (bmp) for integration into new and remodeled residential, commercial, industrial, and landscaping uses in the Plan Area.

The County should also provide technical support if in the future the District seeks to establish a water use baseline and urban water use targets to reduce per capita water use.

Policy WAT-LA-1.3: All new development shall minimize exterior water usage for landscaping purposes.

Dev Std WAT-LA-1.3.1 All new development in the Los Alamos Community Plan should integrate designs and landscaping that facilitate infiltration of rainwater. The use of cisterns and tanks for onsite water storage and gray water systems for landscape irrigation shall be encouraged in all new developments to enhance groundwater basin recharge and lower effective consumptive use water demands.

Dev Std WAT-LA-1.3.2: All new residential, commercial, and industrial development within the Los Alamos Community Plan shall incorporate water conservation measures in project design. Water conservation measures should include high-efficiency fixtures and appliances.
Dev Std WAT-LA-1.3.3: All new development shall maximize the use of drought-tolerant native or Mediterranean species and low flow irrigation for landscaping purposes.

Action WAT-LA-1.3.4: The County should coordinate with the Los Alamos Community Services District to identify funding for establishment of a toilet retrofit program to encourage existing homeowners and businesses to exchange fixtures for high efficiency models.

Policy WAT-LA-1.4: Los Alamos Community Services District (LACSD) water delivery and storage system shall be planned to accommodate eventual community plan buildout.

Policy WAT-LA-1.5: The County, in coordination with water purveyors, shall maintain and update accepted standard water demand factors for use in planning and shall consider the water resources analysis of the Los Alamos Community Services District.
IV. RESOURCES AND CONSTRAINTS

A. AIR QUALITY

1. SETTING

Local Climate and Meteorology

Los Alamos is located within the South Central Coast Air Basin (Basin), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties. The climate of the Basin is strongly influenced by its proximity to the Pacific Ocean and the location of a semi-permanent high-pressure cell in the northeastern Pacific. With a Mediterranean-type climate, the project area is characterized by warm, dry summers and cool winters with occasional rainy periods.

Cool, humid marine air causes frequent fog and low clouds along the coast, generally during the night and morning hours in the late spring and early summer months. The project area is subject to a diurnal cycle in which daily onshore winds from the west and northwest are replaced by mild offshore breezes flowing from warm inland valleys during night and early morning hours. This alternating cycle can create a situation where suspended pollutants are swept offshore at night, and then carried back onshore the following day. Dispersion of locally created pollutants is further reduced when the wind velocity for both day and nighttime breezes is low.

Temperature inversions, in which warm air overlies cooler air, can limit the dispersal of air pollutants within the regional airshed or Basin. In an inversion condition, a warm upper layer of air forms a cap over the marine layer and inhibits the air pollutants generated near the ground from dispersing upward. Two types of inversions typically occur in the region. A subsidence inversion is a regional effect created by the dominant Pacific high-pressure area. It occurs when air warms up as it is compressed when it flows from high-pressure areas over the ocean to lower-pressure areas inland. This type of inversion is most common in summer, although it can occur throughout the year. Surface inversions are created when air near the ground cools more rapidly during the night, and are common in winter. They are often accompanied by stable air conditions with low wind speeds and uniform temperatures, which reduce the rate of pollutant dispersion.

2. AIR QUALITY REGULATION

The Santa Barbara County Air Pollution Control District (APCD) is a local government agency that works to protect the people and the environment of this county from the harmful effects of air pollution. In 1970 the California Legislature passed a law that gave local governments the primary responsibility for controlling air pollution from all sources except motor vehicles. In response, the Santa Barbara County Board of Supervisors formed the Air Pollution Control District. APCD staff includes meteorologists, engineers, chemists, environmental scientists, planners, inspectors, and administrative personnel. In 1995, the APCD became an independent agency because State legislation added city representatives to the governing Board. The APCD Board consists of each of the five County supervisors and a city council member from each of the County’s eight cities.
Climate Change and Greenhouse Gas

Climate change refers to any significant change in measures of climate (such as temperature, precipitation or wind) lasting for an extended period (decades or longer) (EPA, 2008). The term climate change is often used interchangeably with the term global warming; however, the phrase “climate change” is preferred as it helps convey that there are other changes in addition to rising temperatures (NAS 2008).

Gases that trap heat in the atmosphere are often called greenhouse gases (GHG). Principal GHGs include carbon dioxide (CO$_2$), methane (CH$_4$), nitrous oxide (N$_2$O), ozone (O$_3$), and water vapor (H$_2$O). Some greenhouse gases, such as CO$_2$, CH$_4$, and N$_2$O, occur naturally and are emitted to the atmosphere through natural processes and human activities. Of these gases, CO$_2$ and CH$_4$ are emitted in the greatest quantities from human activities. Man-made GHGs, which have a much greater heat-absorption potential than CO$_2$, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF$_6$), which are byproducts of certain industrial processes. The major greenhouse gases emitted by human activities remain in the atmosphere for periods ranging from decades to centuries; therefore, it is virtually certain that atmospheric concentrations of greenhouse gases will continue to rise over the next few decades (EPA 2007).

The effect each GHG has on climate change is measured as a combination of the volume or mass of its emissions, and the potential of a gas or aerosol to trap heat in the atmosphere, known as its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO$_2$. Thus, GHG gas emissions are typically measured in terms of pounds or tons of “carbon dioxide equivalents” (CO$_2$E).

Governor’s Executive Order S-3-05 (June 2005), established California’s GHG emissions reduction targets, which include the following: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050. Because of the importance of global climate change and its consequences and direction from the State Attorney General, actions and development standards to reduce greenhouse gas emissions have been incorporated into the Los Alamos Community Plan.

3. POLLUTION CONSTITUENTS AND ATTAINMENT STATUS

The importance of a pollutant concentration is determined by comparing it to state and/or federal ambient air quality standards, which represent the maximum allowable atmospheric concentrations of various pollutants which may occur and still protect public health and welfare, with a reasonable margin of safety. The EPA and CARB designate areas of California as having air quality better than (attainment) or worse than (nonattainment) the NAAQS/CAAQS.

The criteria pollutants of primary concern that are considered in an air quality assessment include O$_3$, CO, NO$_2$, PM$_{10}$, and PM$_{2.5}$. Although there are no ambient standards for VOCs or NO$_x$, they
are important as precursors to $O_3$.

Los Alamos is located in the Santa Barbara County Air Quality Region. Presently, Santa Barbara County is in attainment for all NAAQS (SBCAPCD Scope and Content). Currently, there is not enough data available to determine whether the County attains the national PM$_{2.5}$ standards.

Los Alamos is located in the Santa Barbara County Air Quality Region. The entire County is non-attainment for the State 24-hour standard (50 μg/m$^3$) for particulate matter (PM$_{10}$); however, the County is in attainment of the Federal standard. Due to recent amendments to the California Clean Air Act, which changed the criteria for non-attainment area classification, the California Air Resources Board now designates Santa Barbara County a moderate nonattainment area for the California state ozone standard. However, Santa Barbara County is in attainment as far as the Federal standards for ozone.
## Table 13: Santa Barbara County Attainment Status

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Averaging Time</th>
<th>Designation/Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NATIONAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ozone ((O_3))</td>
<td>8 hour</td>
<td>Attainment</td>
</tr>
<tr>
<td>Nitrogen dioxide ((NO_2))</td>
<td>Annual arithmetic mean</td>
<td>Attainment</td>
</tr>
<tr>
<td>Carbon monoxide ((CO))</td>
<td>1 hour, 8 hour</td>
<td>Attainment</td>
</tr>
<tr>
<td>Sulfur dioxide ((SO_2))</td>
<td>24 hour, annual arithmetic mean</td>
<td>Attainment</td>
</tr>
<tr>
<td>Respirable particulate matter ((PM_{10}))</td>
<td>24 hour</td>
<td>Attainment</td>
</tr>
<tr>
<td>Fine particulate matter ((PM_{2.5}))</td>
<td>24 hour, annual arithmetic mean</td>
<td>Unclassifiable/Attainment</td>
</tr>
<tr>
<td>Lead ((Pb))</td>
<td>Calendar quarter</td>
<td>Attainment</td>
</tr>
<tr>
<td><strong>STATE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ozone ((O_3))</td>
<td>1 hour</td>
<td>Attainment</td>
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<tr>
<td>Nitrogen dioxide ((NO_2))</td>
<td>1 hour, Annual</td>
<td>Attainment</td>
</tr>
<tr>
<td>Carbon monoxide ((CO))</td>
<td>1 hour, 8 hour</td>
<td>Attainment</td>
</tr>
<tr>
<td>Sulfur dioxide ((SO_2))</td>
<td>1 hour, 24 hour</td>
<td>Attainment</td>
</tr>
<tr>
<td>Respirable particulate matter ((PM_{10}))</td>
<td>24 hour, annual arithmetic mean</td>
<td>Nonattainment</td>
</tr>
<tr>
<td>Fine particulate matter ((PM_{2.5}))</td>
<td>Annual arithmetic mean</td>
<td>Unclassified</td>
</tr>
<tr>
<td>Lead ((Pb))^2</td>
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<tr>
<td>Sulfates ((SO_4))</td>
<td>24 hour</td>
<td>Attainment</td>
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<tr>
<td>Hydrogen sulfide ((H_2S))</td>
<td>1 hour</td>
<td>Attainment</td>
</tr>
<tr>
<td>Vinyl chloride^3</td>
<td>24 hour</td>
<td>Unclassified</td>
</tr>
<tr>
<td>Visibility-reducing particles</td>
<td>8 hour (10:00 a.m.–6:00 p.m.)</td>
<td>Attainment</td>
</tr>
</tbody>
</table>

Source: SBCAPCD 2009

1. The state Nitrogen Dioxide ambient air quality standard was amended on February 22, 2007, to lower the 1-hour standard to 0.18 ppm and establish a new annual standard of 0.030 ppm.

2. CARB has identified Pb, vinyl chloride, and TACs with no threshold level of exposure for adverse health effects determined.
4. AIR QUALITY GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL AQ-LA-1: Maintain Healthful Air Quality In The Los Alamos Valley.

Policy AQ-LA-1.1: The County shall impose appropriate restrictions and control measures upon construction activities associated with each future development project, in order to avoid significant deterioration of air quality.

Dev Std AQ-LA-1.1.1: Future project construction in Los Alamos shall follow all requirements of the Santa Barbara Air Pollution Control District (APCD) and shall institute Best Available Control Technology (BACT) where necessary to reduce emissions below APCD thresholds. To reduce NOx and diesel particulate emissions from construction equipment during project grading and construction, the following shall be adhered to:

- All portable construction equipment shall be registered with the state’s portable equipment registration program OR permitted by the District by September 18, 2008.
- Diesel construction equipment meeting the California Air Resources Board’s Tier 1-emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction equipment shall be maintained in tune per the manufacturer’s specifications.
- Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed on equipment operating onsite.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power
units should be used whenever possible.

- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Policy AQ-LA-1.2: The County shall strive for consistency of all land use planning with the Clean Air Plan.

Policy AQ-LA-1.3: The County shall implement those land use patterns and transportation programs which will serve to reduce vehicle trips and total vehicle miles traveled. This includes- but is not limited to the following, as additional measures are encouraged.

- Include design features to encourage alternate transportation modes.
  - For pedestrians: sidewalks; safe street and parking lot crossings; shade trees; off street breezeways, alleys, and over crossings; placement of parking lots and building entrances to favor pedestrians rather than cars; shower and locker facilities.
  - For transit riders: all of the above plus safe, sheltered transit stops with convenient access to building entrances.
  - For bicyclists: theft proof and well-lighted bicycle storage facilities with convenient access to building entrance; on-site bikeways between buildings or uses; shower and locker facilities.
  - For carpools and vanpools: preferential parking.
- Allow onsite services as by right to reduce the need for travel outside the Plan Area.
- For residential developments: include childcare, telecommute center, neighborhood retail stores, postal machines, automatic teller machines.
- For commercial/office developments: include childcare, food services, postal machines, banking services.
- For commercial/retail developments: include delivery services, sales by phone.
- Provide a 10% permit fee reduction for projects that provide onsite services that encourage alternative transportation modes (rideshare matching, transit subsidies, guaranteed ride home)
- Provide incentives, such as fee reduction, for transit service enhancements to serve the project (express bus service, bike racks on buses).
- Bikeway improvements.
- Pedestrian improvements serving the project (addition of
sidewalks, pedestrian crossings).

**Policy AQ-LA-1.4:** The County, when reviewing discretionary projects, shall require the use of techniques designed to conserve energy and minimize pollution.

**Dev Std AQ-LA-1.4.1:** The County shall consider the following energy-conserving techniques to implement Policy AQ-LA-1.4:

a. The installation of low-NOx residential and commercial water heaters and space heaters per specifications in the SBCAPCD Air Quality Attainment Plan;

b. Prohibit the inclusion of wood-burning stoves in new construction, using natural gas instead, with the installation of heat transfer modules in furnaces, where feasible;

c. The use of passive solar energy, which minimizes the consumption of electricity. If possible, offer additional energy conservation features as homebuyer options, including but not limited to:
   1. Photovoltaic (PV) panels for electrical power, residential water heating systems, and other facilities.
   2. Photovoltaic landscape lighting, gate openers, water features.
   3. Solar water heating systems and/or the use of water heaters that heat water only on demand;

d. Green building technologies such as structural orientation and use of construction materials that maximize passive solar exposures;

e. Passive heating and cooling design strategies in all buildings to the extent practical and residential structure orientation to maximize exposure and potential for solar energy use;

f. The use of natural lighting systems such as skylights and interior transom windows to reduce energy consumption in commercial, office and municipal structures;

g. Use of concrete or other non-pollutant materials for parking lots instead of asphalt and the use of sustainable building materials for building design and construction;

h. Installation of energy efficient appliances and programmable thermostats to reduce the amount of consumed energy and reduce utility bills;

i. Use of water efficient faucets, high-efficiency toilets (HETs), and water-conserving shower heads in residential homes;

j. Installation of walkways; Installation of energy efficient
lighting including low volatile organic compounds (VOC)-emitting materials in landscaping (i.e., block adhesives, stains, paints) that generate less VOC emissions and the use of landscaping to shade buildings and parking lots;

k. Automatic devices to turn off lights after business hours shall be used to the extent feasible in the commercial and business park land uses. Similarly, install timers on outdoor lighting to limit operating hours;

l. Shading of windows and entrance locations with a combination of structural elements and landscape materials to reduce heat gain and lower the temperature around the house;

m. Use a drip irrigation system and/or zoned irrigation system with a rain sensor shutoff feature;

n. Consider Xeriscape landscape treatments instead of lawns. Where lawns or gardens are proposed, incorporate detention grading and/or construct as a swale to allow for maximum detention and control of stormwater flows;

o. For bicyclists, theft proof and well-lighted bicycle storage facilities with convenient access to building entrances, on-site bikeways between buildings or uses, showers and locker facilities;

p. For carpool and vanpools, provide preferential parking;

q. Encourage ridesharing and vanpooling for residents and commercial employees to address the benefits of alternative transportation methods;

r. Installation of covered bus stops to encourage use of mass transportation;

s. For neighborhood commercial uses, include childcare, food services, postal machines, and banking services.

t. A tiered fee reduction for projects that provide:
   1. Alternative transportation amenities such as bicycle lockers/racks;
   2. Low impact development techniques; and/or
   3. Integration of energy conservation techniques (LEED Certification) into the building design.

Dev Std AQ-LA.1.4.2: To reduce overall trip generation and associated air contaminant emissions, future commercial tenants requiring more than fifty employees will be required to establish or participate in an established employee trip reduction program consistent with programs established by the Santa Barbara Air Pollution Control District.
Dev Std AQ-LA.1.4.3: Applicants of projects including potential odor generators such as but not limited to fast food restaurants, bakeries, coffee roasting facilities, etc., auto body shop, service stations, and laundry/dry cleaning shall develop and implement an Odor Abatement Plan (OAP). The OAP shall include the following:

- Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints.
- Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond.
- Description of potential odor sources at the facility.
- Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications and/or feasible add-on air pollution control equipment.
- Contingency measures to curtail emissions in the event of a public nuisance complaint.

Dev Std AQ-LA.1.4.4: Ventilation systems that are rated at Minimum Efficiency Reporting Value of “MERV13” or better for enhanced particulate removal efficiency should be provided on all residential units located within 500 feet of U.S. Highway 101. The residents of these units shall also be provided information regarding filter maintenance/replacement.

Dev Std AQ-LA.1.4.5: Future project applicants of residential developments within 500 feet of U.S. Highway 101 should provide an Air Quality Disclosure Statement to potential buyers of units, summarizing the results of technical studies that reflect a health concern resulting from exposure of children to air quality emissions generated within 500 feet of the freeway.

Dev Std AQ-LA.1.4.6: Upon application for grading permits for discretionary projects, the applicant shall submit grading plans, the proposed rate of material movement and a construction equipment schedule to the APCD. In addition, the applicant shall implement the following measures where feasible to mitigate equipment emissions:

- All construction equipment and portable engines shall be properly maintained and tuned according to manufacturer's specifications;
- All off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, shall be fueled exclusively with
CARB-certified motor vehicle diesel fuel;

- The applicant shall, at a minimum, use diesel construction equipment meeting the California Air Resources Board’s Tier 1 emission standards for off-road heavy-duty diesel engines. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible.
- All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the 5 minute idling limit;
- The applicant shall electrify equipment where feasible;
- The applicant shall substitute gasoline-powered for diesel powered equipment where feasible;
- The applicant shall use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, where feasible; and
- The applicant shall apply Best Available Control Technology (CBACT) as determined by the APCD.
- Recycle/Reuse demolished construction material.

Dev Std AQ-LA.1.4.7: The following energy efficiency and green building techniques shall be implemented for discretionary projects where feasible:

- The applicant shall increase building energy efficiency ratings by at least 20% above what is required by Title 24 requirements (CAPCOA MM E-6). Potential energy consumption reduction measures include, but are not limited to:
  - Using roof material with a solar reflectance value meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs and/or installing photovoltaic roof tiles (CAPCOA MM E-4, CAPCOA MM-13);
  - Using low energy street lights (i.e. sodium);
  - Possible additional Green Building techniques include:
    - Consideration of the siting of proposed buildings to eliminate or minimize the development’s heating and cooling needs (e.g., solar orientation) (CAPCOA MM E-7).
    - Install solar systems to reduce energy needs (e.g., solar panels).
    - Plant native, drought resistant landscaping (CAPCOA MM D-17).
    - Use locally-produced building materials (CAPCOA MM C-3).
    - Use renewable or reclaimed building materials. (CAPCOA
MM C-4)

- Use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way (CAPCOA MM E-17).

Dev Std AQ-LA.1.4.8: For all new residential subdivisions of five or more lots, new multi-family development projects of five or more units, and new commercial or mixed-use development exceeding 5,000 square feet, solar energy systems that result in a 20% or more reduction in electrical or other energy needs are encouraged. All such projects shall undergo BAR review consistent with state and county regulations.

Dev Std AQ-LA.1.4.9: The County shall require, unless economically infeasible, all future projects to incorporate the following Green House Gas reduction measures to the maximum extent feasible:

- Recycle/Reuse demolished construction material. Use locally made building materials for construction of the project and associated infrastructure.
- Execute an Energy Savings Performance Contract with a private entity to fund renewable energy improvements in existing and new developments in exchange for a share of energy savings over a period of time (OPR Energy Conservation Policies and Actions GHG Reduction Measure #7).
- Use drought resistant native trees, trees with low emissions and high carbon sequestration potential. Evergreen trees on the north and west sides afford the best protection from the setting summer sun and cold winter winds. Additional considerations include the use of deciduous trees on the south side of the house that will admit summer sun; evergreen plantings on the north side will slow cold winter winds; constructing a natural planted channel to funnel summer cooling breezes into the house. Neighborhood CCRs shall not require that front and side yards of single-family homes be planted with turf grass. Vegetable gardens, bunch grass, and low water landscaping shall also be permitted, or even encouraged.
- Unless the parcel precludes reasonable development, orient 75% or more of homes and/or buildings to face either north or south (within 30° of N/S). Building design includes roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows.
- Include in new buildings facilities to support the use of
low/zero carbon-fueled vehicles, such as the charging of electric vehicles from green electricity sources (OPR Energy Conservation Policies and Actions GHG Reduction Measure #2).

Dev Std AQ-LA.1.4.10: The County shall encourage public and private development projects to construct LEED (Leadership in Energy and Environmental Design) qualified or certified buildings.

Action AQ-LA.1.5: To further offset greenhouse gas (GHG) emissions, the County shall incorporate the following actions where feasible in the Los Alamos Community Plan Area:

- Specific limits on idling time for commercial vehicles, including delivery and construction vehicles, shall be set for projects proposing new commercial development. (OPR Land Use and Transportation GHG Reduction Measure #7)
- Remove obstacles to the development of necessary infrastructure to encourage the use of alternative fuel vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations) (CAPCOA MM E-11).
- Develop transportation policies that give funding preference to public transit.
- Provide public education and publicity about public transportation services (CAPCOA Ms G-4).
B. BIOLOGICAL HABITATS

1. SETTING

The Plan Area is located in the Los Alamos Valley in a rural portion of west-central Santa Barbara County (See Figure 1). The Los Alamos Valley is one of several northwest-southeast trending landforms associated with the Santa Maria Basin. As a result of Quaternary tectonic activity along the Huasna Fault Zone, this elongate, subsiding landform is wedged between two uplifted geologic units, the Solomon Hills on the north and the Purisima Hills on the south (Hunt, 1993; Lettis et al. 1995). The dominant natural feature of the valley is San Antonio Creek, which originates at about 1,400-feet in the eastern Solomon Hills north of Zaca Summit, flows generally WNW, and contacts the Pacific Ocean on Vandenberg Air Force Base, approximately 32 miles away. The town of Los Alamos is situated in the east-central portion of the valley along San Antonio Creek. The Plan Area includes an approximately two-mile reach of San Antonio Creek and an approximately 1.5-mile reach of one of its major tributaries, Canada de Calaveras.

The town of Los Alamos has been largely developed, south of San Antonio Creek. As such, there is little significant habitat south of San Antonio Creek within the urban boundaries. According to the EIR prepared for the Community Plan Update, most of the native habitats within and around the town of Los Alamos were converted to agricultural purposes decades ago. Consequently, the Plan Area contains only small remnants of native habitats that are concentrated around San Antonio Creek, the Canada de Calaveras tributary, and Los Alamos County Park. Residential and light commercial development within the town supports landscaping, including a broad diversity of ornamental and remnant native trees and shrubs that are attractive to resident and migratory birds.¹

The town is scattered with numerous mature oaks which may have both significant aesthetic and biological value. These oaks should be preserved when considering development projects throughout town. North of San Antonio Creek, parcels are larger and mostly undeveloped and consist mainly of grassland which provides forage for raptors and habitat for small rodents and larger mammals such as deer. This grassland habitat represents a small portion of the available forage area surrounding Los Alamos.

San Antonio Creek and its associated riparian corridor is approximately 1.5 miles long and, although highly degraded, presents the most important habitat for sensitive plants and wildlife within the Plan Area. Within the Plan Area, most of San Antonio Creek lies within a narrow strip of semi-rural land between the northern edge of the urbanized area and Highway 101. The entire reach of San Antonio Creek within and adjacent to the Plan Area has been channelized for flood control purposes and most reaches are periodically cleared of vegetation. The streambed lies 5-25 feet below top of bank, and the channel width varies from 10-30 feet, with a sand and gravel bed substrate. Pipe-and-wire revetment is present along reaches of the creek, especially between the Highway 101 crossing and the Bell Street bridge. Urban and agricultural

¹ The Los Alamos Community Plan Update Final EIR, Santa Barbara County, July 2010.
development on both sides of the channel has encroached close to the top-of-bank along most reaches. The channel and banks are mostly natural substrate and consist predominantly of sand and silt, with little gravel or cobble. San Antonio Creek is seasonal, sustaining natural surface flows only during the rainy season (November-April). The riparian canopy, when present, extends 10-30 feet outward from top-of-bank and consists of remnant native trees and shrubs infested with invasive, non-native and ornamental trees, shrubs, and ground cover. Urban development has encroached on the creek in many areas, ranging from the LACSD building to the County Fire Station and residential uses. Some of these structures lie with the creek’s floodway or the 100-year flood zone.¹

The Canada de Calaveras tributary of San Antonio Creek drains a small, north-facing watershed in the Purisima Hills and also contains important biological habitat. This drainage flows through the Los Alamos County Park located within the southern portion of the Plan Area. The creek is narrow, averaging 10-30 feet wide, with steep banks. The surrounding slopes are steep and the County Park occupies much of the floodplain of this creek.

2. COMMUNITY PLAN AREA HABITATS

The Los Alamos Community Plan Update EIR describes the main habitats found in the Plan Area and are summarized here. These habitats support a wide range of plant and animal species briefly described herein that are described in detail in the EIR (County of Santa Barbara, 2010).

As noted above, San Antonio Creek supports substantial stands of riparian trees and shrubs, as well as some understory. Dense groves of willows (Salix spp.) are located west and east of the town, with younger more scattered willows lining both banks of the creek in the developed areas of town. Scattered cottonwoods (Populus spp.), sycamores (Platanus racemosa) and coast live oaks (Quercus agrifolia) appear in various places along the banks. Predominant shrubs along the creek consist of box elder (Acer Negundo) and elderberry (Sambucus mexicana). Although the understory is generally denuded along the channel bottom from flood control clearing, the banks support native blackberries (Rubus ursinus), poison oak (Toxicodendron diversilobum) and stinging nettles (Urtica holosericea). Many other native and non-native understory species are also expected to be present. In addition to its native plant complement, the creek and its banks also support a large variety of non-native plant species, ranging from planted trees and shrubs to non-native annual grasses.

Vegetation

Seven natural plant communities occur within the Plan Area boundary. Native grasslands, wildflower fields, coastal scrub, oak woodlands, oak savannah, and riparian woodlands (Arroyo Willow Riparian Forest) have been increasingly fragmented or eliminated by agricultural conversion in this area. Most of the remaining grasslands and woodlands in the Los Alamos Valley, Purisima Hills, and Solomon Hills are used as rangeland, but extensive portions of rangeland has been converted to vineyard production within the past 10-15 years.

¹ Santa Barbara County Flood Control District.
Coast Live Oak Woodland. This vegetation type occupies within the southern portion of the Plan Area in Sub-area 9 and is restricted to east- and northwest-facing slopes within or adjacent to Los Alamos County Park.

Valley Oak Savannah. This plant community is restricted to two areas, a relatively small patch on a grassy, hillside between San Antonio Creek and Highway 101 in Sub-area 2 in the northwestern corner of the Plan Area. More extensive woodland occurs on the Canada de Calaveras floodplain and the lower portions of adjoining slopes in Los Alamos County Park and adjacent areas in Sub-area 9. This plant community was probably extensively distributed throughout the floor of Los Alamos Valley, including most of the Plan Area, prior to agricultural and urban development.

Coastal Sage Scrub. This plant community occupies the southern portion of the Plan Area in Sub-area 9 and is found on more exposed slopes of the lower Purisima Hills within and adjacent to Los Alamos County Park. Soft-leaved, drought-deciduous shrubs dominate this plant community, which is typically distributed as a mosaic patchwork of scrub and grassland.

Southern Mixed Chaparral. This plant community occupies a small area (less than one acre) within Los Alamos County Park in Sub-area 9. It is more extensively distributed on the south- and west-facing, upper slopes of the Purisima Hills. Evergreen woody shrubs characterize chaparral.

California Herbaceous Annual Grassland. This plant community occurs mostly in the northeastern (Sub-area 2), northwestern (Sub-area 1), and southern (Los Alamos County Park in Sub-area 9) portions of the Plan Area. Grasslands north of Highway 101 are the most extensive and connect to even more extensive grasslands north, west, and east of the Plan Area. These grasslands are dominated by invasive, non-native annual grasses.

Native Bunchgrass Grassland. Native annual and perennial grasses, formerly the defining element of grasslands in pre-European California, have been reduced to small monotypic patches or, more typically, as a minor component of non-native grassland.

Ruderal. Although not recognized as a distinct plant community, ruderal species comprise an assemblage of opportunistic plants that occur in areas subject to chronic disturbance. Ruderal vegetation includes a mixture of some native, but mostly invasive, non-native plants that are found on vacant lots, roadsides, ditches, disused agricultural fields, etc., and ruderal vegetation also is a component of Herbaceous Annual Grassland in the Plan Area.

Policies related to habitat restoration, and native and non-native vegetation are included to address potential adverse effects to biological resources.

Because the County’s oak tree preservation ordinance does not apply to properties within urban boundaries, policies relating to oak tree preservation have also been included.
Wildlife Habitats

Functionally, wildlife habitats represent a consolidation of the plant communities described in the previous sections because animal species rarely restrict use to a single plant community. A limited number of wildlife habitats occur in the predominantly urban Plan Area and include herbaceous annual grassland and ruderal, cottonwood-willow riparian woodland, woodlands, and scrub habitats.

In the urban area, the creek is expected to support a variety of small mammals and birds and to provide a "migration" or travel corridor for other larger mammals. Typical urban-adapted mammals which would be expected to occur include raccoon, opossum, and striped skunk. The creek may also be used by larger mammals such as badger and mule deer. The creek is also expected to support a wide variety of birds, with some of the most visible and common being the common flicker, acorn woodpecker, red-tailed or red-shouldered hawk and a variety of insectivorous birds, including vireos and flycatchers.

Aquatic Habitats

Semi-perennial water sources occur at the Los Alamos Wastewater Treatment Plant, adjacent to San Antonio Creek, less than one mile west of the Plan Area. Other seasonal aquatic habitat includes drainage ditches located along the western sides of Den Street and other residential streets in Los Alamos. Although limited in areal extent, aquatic habitat provides important water sources for wildlife. The Plan Area reach of San Antonio Creek is hydrologically connected to downstream aquatic habitats that support critical habitat for special-status fishes, such as the arroyo chub (*Gila orcutti*), San Antonio Creek threespine stickleback (*Gasterosteus aculeatus* ssp., and tidewater goby (*Eucyclogobius newberryi*). Arroyo chub and stickleback historically (and possibly recently) inhabited seasonal and perennial reaches of San Antonio Creek immediately downstream of the Plan Area. Tidewater gobies occur in the lower reaches of San Antonio Creek, downstream of Barka Slough.

As result of the biological significance of San Antonio Creek, creek protection policies are included in the Community Plan.

3. SPECIAL STATUS SPECIES

Special-Status Plant Communities. Arroyo willow riparian woodland, coast live oak woodland, valley oak savannah, and various types of wetlands are considered sensitive plant communities by federal, state, and local resource agencies. They are considered “important” vegetation in the Los Alamos Community Plan.

Special-Status Plants and Wildlife. The EIR summarizes special-status plants and animals known or expected to occur in the Plan Area. The results of field surveys for certain high-profile species, such as the federally-listed California tiger salamander (*Ambystoma californiense*) and California red-legged frog (*Rana draytonii*), which are known from either the Plan Area or close to the Plan Area.
Current County practices require that U.S. Fish and Wildlife Service protocol habitat evaluations and/or field surveys for California red-legged frogs and/or California tiger salamanders be conducted by qualified biologists on most rural parcels proposed for development that are located within the range or within 1.2 miles of known or potential breeding habitat for these species. This includes agricultural conversion of rangeland, if that requires a land use permit for grading. Because California red-legged frogs and California tiger salamanders are Federally-listed species, they are subject to applicable “take” permits required by the U.S. Fish and Wildlife Service.

4. BIOLOGY
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL BIO-LA-1: Maintain the quality of streams, sloughs, drainage channels, and areas adjacent to such waters. Protect, maintain, and restore significant habitat and/or vegetation within the town’s Urban Boundaries.

Policy BIO-LA-1.1: Riparian habitat on San Antonio Creek and local drainages shall be preserved and restored to the maximum extent feasible.

Dev Std BIO-LA-1.1.1: A 50-foot buffer measured outward from the edge of the riparian vegetation within the Los Alamos Urban Area shall be established based on an investigation by a County-qualified biologist of the following factors and after consultation with the Department of Fish and Game and Regional Water Quality Control Board in order to protect the biological productivity and water quality of the creek:

a. soil type and stability of stream corridors;
b. how surface water filters into the ground;
c. slope of the land on either side of the stream;
d. location of the 100-year flood plain boundary; and
e. consistency with adopted plans, particularly Biology/Habitat policies.

This buffer may be adjusted upward or downward on a case-by-case basis based on site-specific conditions such as slopes, biological resources and erosion potential. Buffers shall not preclude reasonable development of a parcel. The buffer area shall be indicated on all grading plans. All development, including grading and vegetation removal shall be limited consistent with the purpose of protecting the riparian habitat of San Antonio Creek without precluding reasonable development of the parcel.

Dev Std BIO-LA-1.1.2: Certain development (including dredging, filling, and grading)
within the San Antonio Creek corridor shall be allowed within the 50-foot riparian vegetation buffer established in Dev Std BIO-LA-1.1.1 subject to review and approval by Planning and Development Department. Allowed development shall be limited to the following:

a. Public trails or other passive public recreational uses;

b. Flood control projects, where the project is for improvement or maintenance of stream channel flow capacity and/or is necessary for public safety or to protect existing development;

c. Development where the primary function is the improvement of fish and wildlife habitat; and

d. Culverts, fences, pipeline, and bridges (when support structures are located outside critical habitat) may be permitted, when no alternative route/location is feasible.

Dev Std BIO-LA-1.1.3: All proposed development encroaching within the San Antonio Creek and Canada de Calaveras riparian corridors, including the 50 ft. buffer, shall incorporate protection, enhancement and/or restoration to minimize potential impacts to the greatest extent. This shall include:

1. Removing and controlling invasive, non-native vegetation at a 2:1 ratio (restored/disturbed); or

2. Revegetating the buffer area with native, locally-occurring riparian trees, shrubs, and native, indigenous grasses at a minimum 1:1 ratio. Tree species to be planted shall be restricted to: Fremont cottonwood, valley oak, western sycamore, coast live oak, and box elder;

3. Providing for wildlife movement to avoid ecological “islands.”

Proposed revegetation and restoration measures outlined above shall be contained in a Mitigation Plan that shall be prepared by a County-qualified biologist and be reviewed and approved by the County Planning & Development Department. The scope of all surveys, inspections, and fieldwork shall be approved by the Planning and Development Department in advance and funded by the project applicant.

Policy BIO-LA-1.2: Pollution of streams, sloughs, drainage channels, and underground water basins and areas adjacent to such waters shall be minimized.
Policy BIO-LA-1.3: Native or non-native trees with a 6-inch or greater diameter measured at breast height that have unusual scenic or aesthetic quality, have important historic value, provide important wildlife habitat, or are unique due to species type or location shall be preserved to the maximum extent feasible.

Non-Native specimen trees are defined for the purposes of this policy as mature trees that are healthy and structurally sound and have grown into the natural stature particular to the species. Native or non-native trees with a 6-inch or greater diameter measured at breast height that have unusual scenic or aesthetic quality, have important historic value, provide important wildlife habitat, or are unique due to species type or location shall be preserved to the maximum extent feasible.

Non-native trees that are healthy and structurally sound shall be preserved when active nests or roosts are present.

Dev Std BIO-LA-1.3.1: All existing trees to be preserved shall be protected from damage or removal to the maximum extent feasible.

Policy BIO-LA-1.4: Trees serving as known raptor nesting sites or key raptor roosting sites shall be preserved to the maximum extent feasible.

Dev Std BIO-LA-1.4.1: Proposed tree removals associated with development shall be evaluated by a county-approved biologist to determine if any effect on wildlife during the breeding season is anticipated. Trees to be evaluated include any existing native or non-specimen tree with a 6-inch or greater diameter measured at breast height. This standard applies to all development. Buffers shall be established for active nests as determined by the biologist on a case-by-case basis.

Dev Std BIO-LA-1.4.2: A development buffer (to be determined on a case-by-case basis) shall be established around trees serving as raptor nesting sites or key roosting sites.

Policy BIO-LA-1.5: Oak trees because they are particularly sensitive to environmental conditions, shall be protected to the maximum extent feasible. Land use activities which require a land use permit shall be carried out in such a manner as to avoid damage to native oak trees. Regeneration of oak trees shall be encouraged.

Dev Std BIO-LA-1.5.1: New development shall be designed to minimize encroachment within the canopy drip line of oak trees with a 6-inch or greater
diameter measured at breast height. Where oak trees may be impacted by new development (either ministerial or discretionary), a Tree Protection Plan shall be required. The decision to require preparation of a Tree Protection Plan shall be based on the location of the trees and the project’s potential to directly or indirectly damage the trees through such activities as grading, brushing, construction, vehicle parking, supply/equipment storage, trenching, or the proposed use of the property. The Tree Protection Plan and shall include a graphic depiction of the Tree Protection Plan elements on final grading and building plans. (Existing landscape plans submitted to the County Board of Architectural Review (BAR) may be sufficient) and include the following components.

Disturbance of any oak trees in excess of 6 inches diameter at breast height (dbh) shall be mitigated by planting coast live oak and valley oaks at a 10:1 ratio and achieving minimum survivorship at an 8:1 ratio at the end of three years post-planting. Replacement oaks shall be planted as acorn sets or saplings derived from existing trees in the vicinity of the site. Avoidance of impacts to oak trees in project design is preferred. On-site replacement may be used if preservation is demonstrated to be infeasible. Projects in the CM-LA zone district may provide the required replacement trees at an offsite receiver site subject to approval by the Planning and Development Department and if avoidance or on-site replacement is demonstrated to be infeasible.

**Policy BIO-LA-1.6:**

At least 50 percent of the species proposed for planting in landscape plans shall be locally-occurring species including valley oak, coast live oak, Fremont cottonwood, western sycamore, and box elder to the immediate area (i.e., oaks, willows, sycamores) Species native to the immediate area (i.e., oaks, willows, sycamores) shall be incorporated into all landscape plans in order to preserve the existing oak savannah character of the area where appropriate. Trees shall be derived from source trees in the Los Alamos Valley or adjacent Purisima Hills or Solomon Hills.

**Policy BIO-LA-1.7:**

Existing native trees with a 6-inch or greater diameter measured at breast height in Los Alamos County Park shall be protected to the maximum extent feasible. Coast live oak, valley oak, or other trees in the Park that naturally fall and do not present an obstruction to recreational use of the park or public safety shall be left in place to decay and provide important foraging habitat and cover for wildlife. Any trees planted in the Park shall be derived from local growers from source trees in one of the following areas: Los Alamos Valley or adjacent Purisima Hills or Solomon Hills and
should be valley oak, coast live oak, Fremont cottonwood, western sycamore, and box elder.

Dev Std BIO-LA-1.7.1 County Parks is encouraged to coordinate with Planning and Development regarding development within Los Alamos County Park. If necessary, Planning and Development staff shall conduct a biological site visit and/or a biological report shall be prepared by a County-approved consultant. The report should specify measures to be taken to protect affected trees and/or wildlife resources. If necessary, an appropriate replacement/ replanting program may be developed.

Policy BIO-LA-1.8: Annual and native grasslands in Sub-Area 1 that could serve as upland habitat for special-status wildlife species shall be preserved to the extent feasible.

Dev Std BIO-LA-1.8.1 Prior to issuance of a development permit, Planning and Development shall identify projects that could adversely impact suitable or critical habitat. Projects shall be subject to inspection by a County qualified biologist as part of the permitting process for development. Planning and Development may recommend consideration of protocol level, or other surveys for special status wildlife species if field assessments indicate possible impact to suitable habitat. The scope of all surveys, inspections and fieldwork shall be approved by the Planning and Development Department in advance and funded by the project applicant.

Dev Std Bio-LA-1.8.2: Native grasslands, as defined by County Policy, shall be protected to the maximum extent feasible, through the use of fencing or other means deemed appropriate by a qualified biologist and Planning & Development. Proposed development within Sub-areas 1 and 2 shall be surveyed by a County-qualified biologist to determine the potential for native grasses or other sensitive natural communities to exist. Native grasslands that meet the minimum County or CDFG criteria for size and percent cover shall be protected to the maximum extent feasible by:

1. Project re-design and preservation of such areas as open space; or
2. Restoration of native grassland in other portions of the parcel at a replacement ratio of 2:1
C. FLOODING AND DRAINAGE

1. SETTING

In 1990, the Santa Barbara County Flood Control District (District) prepared a drainage study for the town of Los Alamos (May 1990). The District identified and quantified sources of flooding in the town of Los Alamos. These sources include San Antonio Creek, Canada de Santa Ynez, Canada de las Calaveras, and local drainage within the town of Los Alamos. The Los Alamos Flood Hazard Overlay is shown in Figure 12.

Flooding from San Antonio Creek represents the most serious flood threat to Los Alamos. Prior to adoption of the 1994 Community Plan, the Army Corps of Engineers (ACOE) studied San Antonio Creek to determine whether the floodplain/floodway could be modified. As a result of the analysis, the floodway associated with San Antonio Creek was reduced. The ACOE also determined that creek modifications/improvements are needed, but no project resulted from that study and the agency remains unable to participate in design or construction at this time because funding is not available.\(^1\) An assessment measure (Measure E-96) which would have generated the funding necessary for the improvements was submitted to the voters of Los Alamos in 1996. The measure was defeated by more than a 2-to-1 margin.

The last update of the flood zone maps was conducted by the Federal Emergency Management Agency (FEMA) in 1992. At that time, FEMA removed some areas of town previously shown as subject to flooding. In 2005, FEMA produced digitized copies of the 1992 flood maps, but did not update them.\(^1\) In December 2006, FEMA did revise the flood map for an area generally located between Bell Street and San Antonio Creek, and extending it to Highway 101 in some locations.\(^2\)

Flooding from locally derived runoff is minor relative to flooding caused by loss of water overbank from San Antonio Creek and Calaveras Canyon. Local runoff, however, has the potential to damage local property and contribute to flow levels in San Antonio Creek and Calaveras Canyon; therefore, it should be addressed.

The District's analysis of the local drainage problem in Los Alamos found that many existing homes have finish floor elevations either below or only slightly above the natural ground surface. These homes are subject to shallow flooding from runoff generated within the urban limits. In addition, approximately 20 undeveloped parcels are situated in low areas which have inadequate drainage facilities. These facilities consist of a network of roadside earth ditches with about a 10-year storm capacity. The ditches are undersized, poorly-maintained and constricted by numerous public and private culverts which frequently plug during storms.

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\(^1\) Personal comment, Tom Fayram, Santa Barbara County Flood Control
\(^2\) FEMA Flood Insurance Rate Map, Map Number 06083C0757F, Dated December 28, 2006
Los Alamos Community Plan

Current Flood Control District policies requiring finished floor elevations to be constructed two feet above the 100-year floodplain would still apply to those dwellings remaining in the San Antonio Creek floodplain until drainage improvements along the creek and in other areas subject to urban flooding occur.

A number of drainage improvements were set forth in the Capital Improvement Program (CIP) prepared for the 1994 Community Plan. These projects are now listed in the County’s overall CIP. The identified projects include:

- Construction of improvements which would confine the San Antonio floodway to the creek channel, and decrease the extent of the floodplain and the intensity and frequency of floodwaters;
- Construction of improvements that would enable San Antonio Creek to carry the 100-year flood event. Implementation of these improvements would result in no parcels being in the floodway or floodplain of San Antonio Creek;
- Construction of a large concrete storm drain that would capture runoff from Calaveras Canyon and convey it north down Centennial Street to San Antonio Creek; and
- Construction of storm drains and improvements to local ditches to provide a combined local ditch and storm drain system. The local ditches, with only minor alterations, would be used to collect and convey stormwater to storm drains running north-south along Centennial, Augusta and Wickenden Streets.

None of the Los Alamos projects identified in the CIP have been completed. The San Antonio Creek improvements are listed for fiscal year 2011-12. Unfortunately, the Los Alamos Flood Zone District does not generate enough revenue to fund a project of this magnitude; therefore, a funding source will need to be identified before this project can move forward. Lack of funding continues to be the major impediment to completing flood control improvements. Despite these obstacles, there has been some progress as individual development projects are required to install storm drainage improvements. One such project (Legacy Estates Tract Map), which was approved but has not yet been constructed, will be installing a main drainage line from the southwest corner of the urban boundary, northerly to San Antonio Creek. Although this pipe will directly benefit the project, it is also expected to alleviate some localized flooding along Den Street.

The County does have a regular maintenance program which includes clearing debris and vegetation from San Antonio Creek to eliminate obstacles. Work in San Antonio creek is primarily limited to trimming the trees and vegetation that grow on the sides and removing trees that have fallen into the creek to maintain flows. Occasionally the work has included some grading to minimize sediment buildup. The County conducted this type of maintenance work in San Antonio Creek in ’94, ’95, ’96, ’98, ’02, ’03, ’04, ’05 and ’06. Mowing of the weeds and grasses that line the constructed channel on the east side of town also occurs every year.

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1 Personal comment, Tom Fayram, Santa Barbara County Flood Control
Los Alamos Community Plan Flood Hazard Overlay

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NOTE: Floodway boundaries are based on FEMA Revised Flood Insurance Rate Maps to reflect a Letter of Map Revision effective December 28, 2005, and were drawn on this map based on scans provided on the FEMA website. As soon as digital data is available from FEMA this map will be updated.
2. FLOODING AND DRAINAGE
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL FLD-LA-1: Provide Adequate Drainage Within The Los Alamos Planning Area To Eliminate Flooding And Drainage Problems.

Policy FLD-LA-1.1: Drainage systems shall be designed to accommodate full buildout of the urban area as defined by the Community Plan.

Policy FLD-LA-1.2: All development, including construction, excavation, and grading, shall occur in accordance with the County Floodplain Management Ordinance.

Dev Std FLD-LA-1.2.1: The County shall discourage the use of impervious surfaces in new development and encourage the use of permeable surfaces (e.g., avoid concrete drainage structures, retention basins, and install porous ground cover such as gravel, turf block, etc.).

Dev Std FLD-LA-1.2.2: Residential units that are proposed in areas prone to flooding shall comply with the requirements of the County Flood Control District

Policy FLD-LA-1.3: Development shall incorporate drainage measures to relieve flooding and drainage problems.

Action FLD-LA-1.3.1: The County shall continue to seek available funding sources to assist with construction of storm drain infrastructure to serve Los Alamos.

Dev Std FLD-LA-1.3.1: Projects in the CM-LA zone district shall be reviewed by the Flood Control Division to determine appropriate drainage control measures on a case-by-case basis. Appropriate drainage control measures shall complement Plan objectives to promote mixed use in-fill development in the CM-LA zone district.

Dev Std FLD-LA-1.3.2: Drainage control measures for development outside the CM-LA zone district may include a combination of on-site and off-site solutions as deemed appropriate by the County Flood Control Division.

Source control measures such as infiltration, evapotranspiration, storage, retention, and reuse shall be incorporated into site design to the maximum extent practicable.

Policy FLD-LA-2: Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development.
Dev Std FLD-LA-2.1.1: Development in the CM-LA zone district shall incorporate post construction best management practices (BMPs) appropriate for the individual site to reduce and detain/infiltrate storm water runoff. BMPs may include as depressed landscape areas, planter box filters (above or below-grade), rain gardens, and permeable paving with underground storage.

Dev Std FLD-LA-2.1.2: Construction site BMPs addressing erosion and sediment control, waste and material management, and protection of storm drain inlets and natural water courses shall be included on drainage plans and/or erosion and sediment control plans, and implemented, to prevent contamination of runoff from construction sites. These practices shall include, but are not limited to: appropriate storage areas for pesticides and other chemicals; use of washout areas to prevent drainage of wash water to storm drains or surface waters; erosion and sediment control measures; and storage and maintenance of equipment away from storm drains and water courses.
D. HISTORY AND ARCHAEOLOGY

1. HISTORICAL RESOURCES

The historical period of the Los Alamos area dates from the founding of Mission La Purisima near present-day Lompoc in 1787. The Franciscan missionaries from La Purisima established an outpost at Los Alamos for livestock operations.

The present unincorporated town of Los Alamos was originally part of two 48,000 acre ranches which were part of Mexican land grants; the Los Alamos Rancho, or west half of the valley, was granted to Jose Antonio De La Guerra y Carrillo in 1839; La Laguna Rancho, or the eastern half, was granted to Octaviano Gutierrez in 1845. It was in 1875 that John Bell purchased a 14,000 acre portion of the valley from Los Alamos Rancho, and his partner, Dr. J.B. Shaw purchased a 14,000 acre portion of the La Laguna Rancho. In 1878, Bell and Shaw jointly decided to establish the town of Los Alamos. Each man gave approximately one half square mile in area. The mapping and surveying of the town site was completed in 1876 and officially recorded on February 1, 1879. The town was laid out in a typical frontier orthogonal pattern with twenty-four blocks and twenty-four lots each.

Over subsequent decades, Los Alamos became a commercial center for the surrounding Los Alamos Valley. The arrival of the stagecoach and the establishment of Los Alamos as an important layover stop along the coastal stage route between Los Angeles and San Francisco occurred in 1873. In 1882, the Pacific Coast Railroad came to Los Alamos from the San Luis Obispo area. The railroad made it easier to transport agricultural goods from the valley, and boosted the area's agricultural value. The stagecoach also played a major role in the commercial and economic growth and success of Los Alamos between the 1880's and 1930's. This period of time marks the commencement of the town’s historic significance. Bell Street became the town’s main commercial corridor during this time.

The second significant period of Los Alamos’ history is associated with the impacts of the automobile and the discovery of oil in Los Alamos Valley between 1915 and 1945. Although railroad-oriented trade declined during this time, construction of the main north-south route (later U.S. 101) established Los Alamos as an overnight stop for travelers.

The town has changed little since it was originally laid out, and as described above has a relatively rich history. There are a number of historic structures throughout town, however, only the Union Hotel at 346 Bell Street and the California Garage at 362 Bell Street are designated as County Historic Landmarks and only the General Store is dedicated as a State Historical Monument. Other sites of particular interest include the Leslie House, the Railroad Depot, the Community Church and several others. A map and a list of the most well-known historic structures is depicted in Figure 13.

Proposed new developments should take into account the town's historical significance, and any buildings, structures, or artifacts which may have historical importance should be preserved if feasible.

2. **CULTURAL RESOURCES**

Los Alamos is generally located within the Purismeno Chumash cultural area, which includes evidence of human occupation dating to over 9,500 years ago. Due to the rich food resources found on land and in the sea, Native American populations grew over time and their organization became more complex. The area’s major sources of fresh water including San Antonio Creek, Canada de Claveras, and Canada de Santa Ynez were ideal locations for permanent and semi-permanent village settlements due to the presence of abundant fish, birds, and plants that were hunted and gathered for food, raw materials, and trade goods. Several historic Chumash villages were located within the San Antonio Creek watershed. The historic village of Sacciol, the closest village to Los Alamos, is located west of the proposed project area.

Limited archaeological investigations have been conducted within the urban boundary limits of Los Alamos. Approximately 5 percent of the area has been intensively surveyed. A Phase I Archaeological Survey Report consisting of a literature/records search and intensive foot survey was conducted for the Plan. The literature/records search indicated that one archaeological site, CA-SBA-234, was previously recorded within the vicinity of the Los Alamos Cemetery and County Park near the mouth of Canada de Calaveras. In addition, a diffuse cluster of historic materials including porcelain, glass, and pismo clam shell fragments were observed in a cultivated field northwest of the Plan area. No archaeological resources were identified during reconnaissance or intensive surveys along San Antonio Creek; however, archaeological deposits could be buried within the San Antonio Creek floodplain that would not be detectable by surface inspection.

The historic occupation of this region can be divided into four settlement periods: the Mission Period, ca. A.D. 1769-1830; the Rancho Period, ca. A.D. 1830-1865; the Americanization Period, ca. A.D. 1865-1915; and the Period of Regional Culture, ca. A.D. 1915-1945. Construction of Mission la Purisima in 1787, approximately 15 miles southwest of the proposed project area, along with Mission Santa Barbara and Mission Santa Ynez, and the establishment of numerous ranchos, altered both the physical and cultural landscape of the region. The missions were the centers of Spanish influence in the region and affected native patterns of settlement, culture, trade, industry, and agriculture. During the Spanish Mission period, an outpost of La Purisima Mission was established in Los Alamos for livestock operations. During the Spanish Mission and Rancho periods, Los Alamos was primarily used for ranching.

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1 Information taken from Legacy Estates Tract Map Tiered Environmental Impact Report dated August 2005, pages 4.5-1 and 4.5-2
According to the Los Alamos Valley Visitors Association, the flagpole in the center of Centennial Street was dedicated on October 4, 1918. The original Honor Flag was given to the citizens of Los Alamos for exceeding its quota of Liberty Bond sales. Liberty Bonds provided clothing, food and ammunition to U.S. military personnel overseas during WWI.
According to the EIR for the 1994 Los Alamos Community Plan (dated July 1992); the Los Alamos area can be expected to contain archaeological sites associated with Native American as well as Spanish periods of occupation. The location of such sites is presently unknown because archaeological investigations in the Los Alamos area have been quite limited. Because of this high potential for archaeological artifacts or remains to exist, any future discretionary development on previously undeveloped lands within Los Alamos should undertake Phase I investigations as part of that development and countywide policies related to archaeological resources will apply. In addition, the following section contains policies related to the protection of historic resources within the community.

3. HISTORY AND ARCHAEOLOGY
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL HA-LA-1: Preserve And Protect Those Cultural And Historic Resources Deemed Of Special Significance To The Maximum Extent Feasible.

Policy HA-LA-1.1: Promote historic tourism by identifying and preserving local historic resources.

Policy HA-LA-1.2: Significant cultural, archeological, and historic resources in the Los Alamos Planning Area shall be protected and preserved. Efforts to preserve and enhance historic structures shall be encouraged.

Dev Std HA-LA-1.2.1: New development shall preserve and or restore the character-defining features of significant historic resources, in particular, the façade of significant historic structures visible from Bell Street, unless shown to be technically infeasible and precludes reasonable development.

For structures that have been determined to be a significant historic resource, the project applicant shall retain a County-qualified architectural historian to collaborate in designing the proposed adaptive reuse of structures that are to be renovated to maximize the integration of new architectural elements with those historical character-defining features.

Action HA-LA-1.2.2: The County, in cooperation with the County Historical Landmarks Advisory Commission and property owners, shall evaluate existing historic resources within Los Alamos for potential listing as Historic Landmarks or Places of Historic Merit.

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1 Los Alamos Community Plan Update Final EIR (92-EIR-7), July 1992, Pages V.H.4-V.H.8
E. NOISE

1. SETTING

The town of Los Alamos is bisected by Highway 101 which represents the major noise source in the town of Los Alamos. The remainder of the town’s roadways have very low traffic volumes and have an insignificant effect on ambient noise levels. With the exception of Highway 101 and Bell Street, noise levels within the urban boundary are less than 60 dB. Ambient noise generated by traffic forms a "noise corridor" along Highway 101 and State Route 135 (Bell Street). The highest noise levels, 70 dB or more are generally found within the travel lanes of Highway 101. Noise levels decrease to between 65-69 dB within approximately 200 feet from the highway. Within approximately 500 feet, noise levels decrease to 60 dB or less. The 60-64 dB noise contours is located within the right-of-way of Bell Street (See Figure 14).

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and health care facilities are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Noise sensitive uses within the Plan Area include residential development, hotels, and Olga Reed Elementary school.

Controlling Noise

Significant noise impact problems in Santa Barbara County are primarily associated with transportation facilities, land uses, and short-term construction noise. Noise in the vicinity of airports, railroads, and major traffic-ways exceeds health and welfare criteria for noise exposure in relation to residential use. While noise from commercial, industrial, agricultural, and "population" activities may be part of the ambient noise at any location, rarely do these generate noise of the same magnitude as transportation sources. The County's primary opportunities to manage transportation noise impact lie in:

a. Planning for compatible uses near existing transportation facilities.
b. Imposing design standards on proposed sensitive development near existing transportation facilities.
c. Incorporating noise control features (attenuation) into the design of new or expanded traffic-ways to protect existing sensitive areas.
d. Regulation of hours of operation and construction. Santa Barbara County maintains Standard Conditions of Approval that apply to all discretionary projects to ensure construction noise is maintained at levels consistent with Noise Ordinance standards. These include limiting the hours of construction between 7:00 a.m. and 4:00 p.m. or

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1 Los Alamos Community Plan Update Final Environmental Impact Report, July 2010.
between 8:00 a.m. and 5:00 p.m. (if project the project is within 1,600 ft. of a sensitive receptor) Monday through Friday, and no construction on State holidays (e.g., Thanksgiving, Labor Day).

**Noise Contours Map**

The noise levels, or noise contours map shown in Figure 14 is generalized and should be used to identify areas of potential noise conflict during project review. Site-specific studies should be required when noise-sensitive land uses are proposed for areas where potential noise conflicts are indicated by the map.
Los Alamos Community Plan
Noise Levels

Community Noise Equivalent Level:
- 60-64 DB
- 65-69 DB
- 70-74 DB

Community Plan/Urban/Rural Boundary
2. NOISE
GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL N-LA-1: Strive To Ensure That Residents Of The Planning Area Are Not Exposed To Harmful Noise Levels.

Policy N-LA-1.1: Noise sensitive receptors (e.g., residential, transient lodging, hospitals, educational facilities, libraries, churches, etc.) should not be exposed to exterior noise levels exceeding 65 dB (CNEL), or interior noise levels exceeding 45 dB, as indicated on the Los Alamos Community Plan Noise Element Map. Projects which are located within the 60 dB (CNEL) and 65 dB (CNEL) noise contours should be reviewed at the time of application processing to confirm that the exterior noise level is less than 65 dB (CNEL).

Dev Std N-LA-1.1.1: Noise-sensitive uses proposed in areas where the projected Day-Night Average Sound Level is 65 dB (CNEL), or more, should be designed so that noise levels in exterior living spaces will be less than 65 dB (CNEL). An analysis of proposed projects should be required, indicating the feasibility of noise barriers, site design, building orientation, etc., to meet the prescribed noise standard.

The 65 dB (CNEL) standard for exterior living areas along Bell Street may be exceeded if all the following findings are made:

a. Noise levels for interior living spaces shall not exceed 45 dB (CNEL); and,

b. Any prospective buyer of a unit shall be notified prior to entering any sale contract, if any private or common exterior living areas associated with the unit for sale are exposed to noise levels 65 dB (CNEL) or greater. The specific details of this notice shall be established as a condition of approval of the project.

Dev Std N-LA-1.1.3: Development on assessor parcels 101-260-059 and 060 shall be designed and sited in order to minimize exterior noise levels as well as visual impacts.

Dev Std N-LA-1.1.4: Building orientation on assessor parcels 101-260-059 and 060 shall be designed to minimize the need for noise attenuation structures/devices which would be required to reduce adjacent highway noise. No freestanding soundwalls shall be permitted.

Dev Std N-LA-1.1.5: The densities specified for assessor parcels 101-260-059 and 060 are maximums which may be reduced as warranted by conditions.
specifically applicable to the site, such as noise and visual resources.
F. VISUAL/OPEN SPACE RESOURCES

1. SETTING

The existing visual character of the region is largely defined by the natural, agricultural, and built environment, consisting of the developed areas of the Town of Los Alamos, active agricultural operations, and the natural scenic characteristics of the narrow Los Alamos Valley situated between the oak-studded Purisima Hills to the south and the grassy sloped Solomon Hills to the north. The San Antonio Creek riparian corridor roughly bisects the Plan Area as it extends through the Los Alamos Valley separating the two ranges. The extensive riparian habitat and cottonwoods within the San Antonio Creek watershed provides a significant visual resource as the creek winds its way through the community. The physical and built-environment visual features within each part of Los Alamos are described below.

Los Alamos is primarily experienced by residents and visitors either from vehicles traveling through town or as pedestrians, bicyclists, or from horseback. The Los Alamos Valley is traversed by Highway 101 and a majority of the town is visible to motorists travelling north on the highway. The town is largely shielded from view of southbound motorists by low hills, and can be glimpsed briefly when passing the Bell Street/Highway 101 interchange. The Sky View motel is visible from a prominent position on a hill overlooking Highway 101 and is visible from both travel lanes. The County’s Scenic Highways Element identifies the segment of Highway 101 east of the town between Los Alamos and Buellton as a Scenic Level One travel corridor, with a Segment Category 1 rating as “most scenic, major capacity, primary designation route;” this segment of Highway 101 is also designated a State Scenic Highway by the California Department of Transportation. Although the portion of Highway 101 that bisects Los Alamos has not been designated as a State Scenic Highway, it has been proposed for scenic highway status.

a. Plan Area Visual Character

The visual character of an area consists of an area’s unique or important public view corridors, vistas, or natural or built features. The Los Alamos Community Plan Area is generally characterized as primarily level, open area surrounded by oak-studded and grass covered hills and valleys. San Antonio creek flows through the center of Los Alamos and supports dense riparian vegetation.

The Plan Area is typified by the commercial center along Bell Street. The town’s commercial core, Bell Street, currently consists of commercial buildings reflecting the community’s western-style architecture. Although State Route 135 is not classified as a “scenic highway,” it provides “gateway” views of the Los Alamos to and from the urban area.

Most of the Plan Area consists of residential development that is single family homes, with a majority of the units being wooden frame and stucco construction. Many of the existing residential lots are antiquated lots, some of which are long, narrow through lots (50 x 200 feet) with very little building coverage (e.g., 1,000 sq. ft. structure occupying 10,000 sq. ft. lot). The residential areas within Los Alamos are generally without sidewalks, street lights, or other
similar improvements.

Night Lighting and Glare

The night time visual character of the Plan Area as experienced by traveling public, residents, and visitors is affected by lighting within the community. Sources of light and glare typically include interior and exterior residential and commercial building lighting, security lighting, and streetlights. However, the rural developed character of the Plan Area and adjacent agricultural lands bordering the community result in a relatively low degree of nighttime lighting and glare in the Plan Area. Most residential streets in the Plan Area are not illuminated by street lights, minimizing the overall amount of nighttime glare and enable views of star filled skies.

b. Form-Based Development Code

The Los Alamos Community Plan amendments to the County of Santa Barbara Land Use and Development Code incorporates use of form-based code principles that address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. This is in contrast to the town’s historic development patterns that segregates land by uses, and controls development intensity through use of traditional zoning tools (e.g., floor area ratios (FAR), dwellings per acre, height limits, setbacks, parking ratios). The overall purpose of the Bell Street form-based development code is to create a sense of place that provides connectivity between the development and surrounding environment. The form-based code works with the visual resource and design control overlays to balances the community’s desire to allow development of the business district while protecting community character and open space views.

c. Visual resource and Design Overlays

Visual resources and community character were considered in the redesignation of land uses as a part of this community plan. In addition, visual resources policies relating to protection of views from Highway 101 below, architectural guidelines for downtown and landscape buffer requirements have been extended to key gateway properties.

Scenic Buffer Overlay

The purpose of the Scenic Buffer Overlay is to public views of the Purisima Hills and Solomon Hills, and to reduce glare in order to preserve the quality of the night time sky by requiring energy efficient, fully shielded and properly directed lighting as part of new development. The Scenic Buffer Overlay designation has been expanded along Highway 101 and along San Antonio Creek and is shown in Figure 15, which also depicts Highway 101 as State-Master Planned Scenic Highway.
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Bell Street Design Guidelines and Design Control Overlay

The Community Plan Update included revisions to the Los Alamos Bell Street Design Guidelines. The Bell Street Design Control Overlay (Figure 7) applies to areas in downtown Los Alamos along Bell Street and at the Highway 101 gateway where, because of visual resources or unique neighborhood characteristics, plans for new or altered structures require design review by the Central Board of Architectural Review (CBAR) for compliance with the Design Guidelines. The intent of Design Review is to ensure well-designed development, and to protect scenic qualities, property values, and neighborhood character of Los Alamos. The Design Guidelines will guide projects subject to Design Review by a) identifying project components that define the character of Bell Street commercial corridor, and b) designing new or remodeled buildings to be compatible with the Town’s western theme.

2. VISUAL/OPEN SPACE
   GOALS, POLICIES, AND DEVELOPMENT STANDARDS

GOAL VIS-LA-1: Maintain the Small Town Feel And Rural Character of the Town of Los Alamos And Integrate a Respect for Open Space Views and The Aesthetic Qualities Of The Community In All Facets Of Project Design

Policy VIS-LA-1.1: The informal, semi-rural visual character of the community and its existing neighborhoods shall be respected to the maximum extent feasible along the Highway 101 corridor (defined as that area visible from Highway 101 within the town's urban boundaries).

Policy VIS-LA-1.2: Gateway development shall enhance the rural and historic aesthetic of Los Alamos. New commercial development along Bell Street at the entries to town should provide an inviting and aesthetically pleasing entrance to the community to attract visitors and encourage tourism.

Action VIS-LA-1.2.1: The County shall explore the feasibility of offering incentives to property owners or businesses for redeveloping or refurbishing properties along Bell Street.

Action VIS-LA-1.2.2: The County shall pursue the feasibility of a utility underground program for Bell Street and County roadways within the CM-LA.

Dev Std VIS-LA-1.2.3: All plans for new or altered buildings and structures on parcels within the Scenic Buffer Land Use Overlay that are adjacent to Highway 101, shall be subject to the following measures:
   a. At a minimum, development of structures shall be prohibited within 50 feet of the property line, unless this precludes reasonable development. In the interest of good design,
reduced setbacks may be warranted. Reduction in a setback may be allowed if it can be demonstrated to the Board of Architectural Review and/or Review Authority that a development project meets all of the following standards.

1. Project’s architecture and landscape design minimizes impacts to public views.

2. Structures are designed and sited so as to be compatible with proposed landscape materials and design character of the community. Scenic Buffer setback reductions do not apply to the County’s creek setback requirements.

b. Any structure with potential to obstruct views of the Purisima Hills or of the Solomon Hills from a public viewpoint or travel corridor shall be designed so as to preserve views of these hills to the maximum extent feasible while balancing the desire to create a visual presence.

c. Grading for structural improvements on slopes in excess of 20% shall be prohibited except for community infrastructure projects, (e.g. water tanks).

d. Outdoor lighting shall be energy efficient, fully shielded and directed toward the ground.

**Policy VIS-LA-1.3:** New buildings and street improvements in the CM-LA zone district should reflect the "Rural Western Town" traditional qualities outlined in the Bell Street Design Guidelines.

**Dev Std VIS-LA-1.3.1:** New development in the Bell Street corridor shall comply with the Bell Street Design Guidelines.

**Policy VIS-LA-1.4:** New housing developments should be designed to be compatible with existing adjacent neighborhoods with regard to character and design.

**Dev Std VIS-LA-1.4.1:** New housing developments shall be consistent with the small rural atmosphere of Los Alamos by avoidance of tract-style development patterns, by providing a variety of non-obtrusive housing styles and types and by incorporating grid pattern street networks.
APPENDIX A: DEMOGRAPHIC TRENDS

This section provides a profile of the Los Alamos Urban Area's population based on information derived from the U.S. Census Bureau's Population and Housing Reports. In these reports, Santa Barbara County was divided into sub-regional areas called "census tracts". Los Alamos is primarily within Census Tract 19.01.

Presented below are figures relating to overall County population growth, recent Los Alamos population growth, and other demographic characteristics of the community.

1. POPULATION GROWTH CHARACTERISTICS

County Population Growth. Overall, County population growth slowed in the 1970's compared with historical growth rates in earlier decades. Between 1950 and 1960, the total County population increased by 72 percent with an average annual growth rate of 5.6%. By 1970, the County population increased another 56 percent with an annual growth rate of 4.6%. The amount of growth slowed in the decade between 1970 and 1980, with a population increase of 13 percent and an annual growth rate of 1.2%. However, between 1980 and 1990 population growth accelerated over the previous decade when the County experienced a 24 percent increase in population and a 2.2% annual growth rate. The County's 1990 population was 369,608. In the past 15 years, County population has increased approximately 13%, to 417,500 as of 2005. Figure 16 charts County population increases from 1940 to 2020 estimated population.

Recent Population Growth within Los Alamos. According to Census bureau figures, total population within the Los Alamos area grew at a rapid rate during the decade between 1970 and 1980, far exceeding the population growth figures for the County as a whole. Between 1980 and 1990, the growth rate was less than that shown for the previous decade, but it was still approximately double the County growth rate. These
Los Alamos Community Plan

numbers indicate that Los Alamos has been experiencing strong growth pressures since 1970. This fact is all the more significant considering that in 1984, a development moratorium was imposed on the community due to the lack of a sewage treatment system. This moratorium was lifted in 1988-89 when a new sewer treatment facility was completed. During the late 1970's and early 1980's, the larger mobile home park in Los Alamos was expanded, and the Hinton developments were built, accounting for a portion of the growth during that time. In the late 1980's, the completion of the wastewater treatment facility spurred a number of development proposals from land owners and developers.

The high growth rates shown in Los Alamos in the past two decades are reflective of the increasing demand for housing and employment in northern Santa Barbara County. Currently Los Alamos is not an employment generator, nor is it likely to become one. However, it is close enough to the Orcutt-Santa Maria area, the Santa Ynez Valley, and the South Coast to provide housing within a feasible commute distance. It is very likely that Los Alamos’ growth rates will continue to respond to the employment opportunities in the three other areas.

Table 14: Population Figures, 1970-2005

<table>
<thead>
<tr>
<th>Year</th>
<th>Los Alamos Population</th>
<th>Percent Increase</th>
<th>Annual Growth Rate</th>
<th>County of Santa Barbara Population</th>
<th>Percent Increase</th>
<th>Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>402</td>
<td>--</td>
<td>--</td>
<td>264,324</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>1980</td>
<td>723</td>
<td>79.9%</td>
<td>7.3%</td>
<td>298,694</td>
<td>13.0%</td>
<td>1.2%</td>
</tr>
<tr>
<td>1990</td>
<td>1,031</td>
<td>42.6%</td>
<td>4.1%</td>
<td>369,608</td>
<td>23.7%</td>
<td>2.2%</td>
</tr>
<tr>
<td>2000</td>
<td>1,372</td>
<td>33%</td>
<td>3%</td>
<td>399,347</td>
<td>8%</td>
<td>0.7%</td>
</tr>
<tr>
<td>2005</td>
<td>1,588</td>
<td>15%</td>
<td>3%</td>
<td>417,500</td>
<td>4.5%</td>
<td>0.9%</td>
</tr>
</tbody>
</table>


Age. Census figures indicate that Los Alamos has a higher than average percentage of people between the ages of 25 and 44. These numbers are possibly due to the reasonable cost of living, which draws first-time home buyers and families to Los Alamos. The higher proportion of school age children also indicates that families are attracted to the community. Figures 17 and 18 show Los Alamos and Santa Barbara County’s population divided into the various age group categories. With the exception of the above noted difference, the distribution of the residents of Los Alamos is similar to the County.

Ethnicity. The Los Alamos area is predominantly composed of people who classify themselves as Caucasian; this generally reflects ethnic statistics for the County overall.
The proportion of Caucasians in Los Alamos is higher than the County overall. In the 2000 Census, approximately 57% of County residents identified themselves as Caucasian (non-Hispanic) and approximately 34% identified themselves as Hispanic. Approximately 9% classified themselves into other classifications. In contrast, nearly 77% of residents in the Los Alamos area classify themselves as Caucasian, with approximately 20% identifying themselves as Hispanic, with less than 3% of people within other classifications. From the census figures, Los Alamos has a lower than average number of people that classify themselves as non-Caucasian and non-Hispanic. Figures 19 and 20 show the ethnic distribution of Santa Barbara County and Los Alamos.
FIGURE 18: Age Group Distribution of Los Alamos
Los Alamos Age Distribution 1970-2000
Source: US Census

FIGURE 19
ETHNIC DISTRIBUTION OF SANTA BARBARA COUNTY – 2000
Source: US Census
Household size. Table 15 shows average household sizes for owner and renter occupied units within Los Alamos and Santa Barbara County from 1970 to 2000.

For owner occupied households, the Census figures indicate that Los Alamos households were considerably smaller than the County average from 1970 to 1980. However, from 1980 to 1990 the household size in Los Alamos stabilized while the County average continued to decline. In 1990, Los Alamos can be considered to be reflective of the County as a whole with respect to owner occupied household size. Household size based on tenure continued to grow between 1990 and 2000 for both the County as a whole and Los Alamos, with Los Alamos’ owner-occupied household size continuing to be slightly larger.

For renter occupied households, the Census figures indicate that a relatively large increase in the Los Alamos household size occurred between 1980 and 1990, and a modest increase occurred between 1990 and 2000. For Santa Barbara County, there was a significant reduction in renter household size between 1970 and 1980. In contrast, a significant increase occurred between 1980 and 1990, and the increase within the last decade was modest. The Los Alamos renter household size is somewhat larger than that of the County, possibly due to the type of rental units available (e.g. mobile homes, smaller and/or older single family homes as opposed to apartment units). It is also interesting to note that the Los Alamos renter household size was smaller than the owner occupied household size in 1970 and 1980, but since the 1990 Census, figures indicate that renter household size is now greater than owner occupied, a trend which has...
continued through the 2000 Census.

**Table 15: Persons per Household for Owner and Renter Occupied Units, 1970-2000**

<table>
<thead>
<tr>
<th>Year</th>
<th>Owner Occupied</th>
<th>Renter Occupied</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Los Alamos</td>
<td>SB County</td>
</tr>
<tr>
<td>1970</td>
<td>2.92</td>
<td>3.27</td>
</tr>
<tr>
<td>1980</td>
<td>2.77</td>
<td>2.84</td>
</tr>
<tr>
<td>1990</td>
<td>2.75</td>
<td>2.70</td>
</tr>
<tr>
<td>2000</td>
<td>2.82</td>
<td>2.76</td>
</tr>
</tbody>
</table>

APPENDIX B. HOUSING TRENDS

Prior to the late 1980s, new development within Los Alamos had been extremely limited due to severe septic system constraints. In 1988, the Los Alamos wastewater treatment system began operation, which removed that limitation to further development. Between 1990 and 2008, approximately 221 residential units were constructed. Another 643 residential units, mostly single family, are currently proposed or can potentially be developed under the Community Plan.

The following figures present information relating to Los Alamos housing trends, including total housing units, median housing values, and median rental values, compared with the City of Santa Barbara (a community near build-out), and Santa Barbara County. These figures indicate that the number of housing units in Los Alamos jumped significantly between 1970 and 1980 (84% increase), which was a much greater increase than either of the comparisons. From 1980 to 1990, Los Alamos continued to show a percentage increase in housing units that was noticeably greater than that for Santa Barbara City or the County. These figures indicate that Los Alamos has been experiencing relatively significant growth pressures over the last two decades, because the construction of the wastewater treatment facility has removed an obstacle to new development. Recent developments have also been required to install storm drainage improvements, thereby removing another potential barrier in areas subject to localized flooding.

Table 16. Total Housing Units, 1970-2005

<table>
<thead>
<tr>
<th>Year</th>
<th>Los Alamos</th>
<th>Percent Change</th>
<th>City of Santa Barbara</th>
<th>Percent Change</th>
<th>Santa Barbara County</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>146</td>
<td>--</td>
<td>29,566</td>
<td>--</td>
<td>88,755</td>
<td>--</td>
</tr>
<tr>
<td>1980</td>
<td>269</td>
<td>84%</td>
<td>33,898</td>
<td>15%</td>
<td>114,720</td>
<td>29%</td>
</tr>
<tr>
<td>1990</td>
<td>369</td>
<td>37%</td>
<td>36,226</td>
<td>7%</td>
<td>138,149</td>
<td>20%</td>
</tr>
<tr>
<td>2000</td>
<td>471</td>
<td>28%</td>
<td>37,076</td>
<td>2%</td>
<td>142,901</td>
<td>3.4%</td>
</tr>
<tr>
<td>2005</td>
<td>571</td>
<td>21%</td>
<td>37,727</td>
<td>1.7%</td>
<td>150,294</td>
<td>5.1%</td>
</tr>
</tbody>
</table>


Housing Cost and Rental Rates: Between 1970 and 1990, many communities within Santa Barbara County and the County as a whole experienced atypically high increases in median housing and rental values. During this period, Los Alamos experienced one of the greatest increases in both housing cost and rental rates for communities in the County. Despite these trends, however, sales values and rentals remained lower than the Santa Barbara County average through 1990.
Table 17: Median Housing Sales Values, 1970-2000

<table>
<thead>
<tr>
<th>Year</th>
<th>Los Alamos</th>
<th>Percent Change</th>
<th>City of Santa Barbara</th>
<th>Percent Change</th>
<th>Santa Barbara County</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>$13,300</td>
<td>--</td>
<td>$25,700</td>
<td>--</td>
<td>$23,500</td>
<td>--</td>
</tr>
<tr>
<td>1980</td>
<td>$71,300</td>
<td>436%</td>
<td>$130,800</td>
<td>409%</td>
<td>$104,000</td>
<td>343%</td>
</tr>
<tr>
<td>1990</td>
<td>$244,400</td>
<td>243%</td>
<td>$346,900</td>
<td>165%</td>
<td>$250,000</td>
<td>140%</td>
</tr>
<tr>
<td>2000</td>
<td>$246,000</td>
<td>1%</td>
<td>$479,800</td>
<td>38%</td>
<td>$293,000</td>
<td>17%</td>
</tr>
</tbody>
</table>


Table 18: Median Housing Rental Values, 1970-2000

<table>
<thead>
<tr>
<th>Year</th>
<th>Los Alamos</th>
<th>Percent Change</th>
<th>City of Santa Barbara</th>
<th>Percent Change</th>
<th>Santa Barbara County</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>$73</td>
<td>--</td>
<td>$125</td>
<td>--</td>
<td>$121</td>
<td>--</td>
</tr>
<tr>
<td>1980</td>
<td>$197</td>
<td>170%</td>
<td>$291</td>
<td>133%</td>
<td>$276</td>
<td>128%</td>
</tr>
<tr>
<td>1990</td>
<td>$431</td>
<td>119%</td>
<td>$670</td>
<td>130%</td>
<td>$606</td>
<td>120%</td>
</tr>
<tr>
<td>2000</td>
<td>$713</td>
<td>65%</td>
<td>$936</td>
<td>40%</td>
<td>$830</td>
<td>37%</td>
</tr>
</tbody>
</table>


Owner and Renter Occupied Units Comparison: In recent years, the percentage of owner occupied units in Los Alamos has increased significantly over renter occupied units. This statistic is possibly indicative of the demand in Santa Barbara County for owner occupied housing that is affordable for families and younger people. As discussed earlier, during the 1970's and 1980's, Los Alamos experienced a large increase in housing units, a portion of which were mobile homes. Although housing units in Los Alamos have increased greatly in price over the last two decades, prices have still been significantly lower than units in other communities within the County.
Table 19. Los Alamos Owner vs. Renter Occupied Units

<table>
<thead>
<tr>
<th>Year</th>
<th>All Occupied Units</th>
<th>Owner Occupied Units</th>
<th>Renter Occupied Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>146</td>
<td>67 (45.9%)</td>
<td>79 (54.1%)</td>
</tr>
<tr>
<td>1980</td>
<td>269</td>
<td>147 (54.6%)</td>
<td>122 (45.4%)</td>
</tr>
<tr>
<td>1990</td>
<td>369</td>
<td>230 (62.3%)</td>
<td>139 (37.4%)</td>
</tr>
<tr>
<td>2000</td>
<td>488&lt;sup&gt;1&lt;/sup&gt;</td>
<td>341 (72.4%)</td>
<td>130 (27.6%)</td>
</tr>
</tbody>
</table>


<sup>1</sup> Includes 17 unoccupied units
APPENDIX C: ANTIQUATED LOTS

"Antiquated lots" are lots located on plats recorded prior to the adoption of the Subdivision Map Act (1893), or any predecessor Act, and prior to the current Comprehensive Plan and zoning requirements. All of the County's "antiquated subdivisions" were laid out in a typical grid configuration. Because they were formed so long ago, some of the plats contain lots that are not consistent with current standards for parcel size or configuration. These plats are referred to in Santa Barbara County as "Antiquated Subdivisions". They are subject to Santa Barbara County Resolution 84-298, which recognizes the plats as "subdivision maps" for purposes of the County's subdivision regulations. The plats are also subject to Resolution 84-299, which authorizes development on antiquated subdivision lots without processing a subdivision map if the lots are consistent with the current standards for parcel size. Resolution 84-299 requires those antiquated lots which are sub-standard in size and were not held in separate ownership on the date of the Board's adoption of the Antiquated Subdivision Regulations (July 2, 1984) to be recombined to the maximum extent possible to achieve minimum parcel size prior to development.

The original town site in Los Alamos was created as a single plat recorded in 1879. This plat was designed in a typical frontier grid pattern with twenty-four blocks of twenty-four lots each. The majority of the lots measured 50 feet wide by 200 feet deep and by current definition are considered to be "through" lots (they have full width frontage on two streets). The majority of the lots are consistent with current standards for parcel size. However, there may be some remaining antiquated lots that are not consistent with the minimum parcel size and were not held in separate ownership in 1984. Pursuant to Resolutions 84-298 and 84-299, prior to development, these sub-standard sized lots must be recombined to the maximum extent possible to achieve the minimum parcel size. The Resolutions require recombination of antiquated lots for development purposes only when lots fail to conform to minimum lot size; the Resolutions do not provide a mechanism for recombination of lots which are sub-standard in other aspects such as lot width, depth or configuration.

Of the original twenty-four blocks created in 1879, there are approximately five that have not been developed or improved in any way (proposed streets are shown on the maps, but no street improvements have been made). These five blocks were previously thought to contain approximately 78 antiquated lots created under the single plat recorded in 1879. However, since the adoption of the Community Plan in 1993, this area was legally subdivided under the Legacy Estates Subdivision which created a new configuration of conforming lots, thereby eliminating the antiquated lots in that area. Although approval of this project eliminated the largest concentration of antiquated lots in Los Alamos, it is possible some isolated lots still exist.