Draft

ENVIRONMENTAL IMPACT REPORT

OAK SPRINGS VILLAGE SPECIFIC PLAN

Prepared by

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FOR THE
BUELLTON PLANNING DEPARTMENT
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Draft
Environmental Impact Report
for
Oak Springs Village Specific Plan

State Clearinghouse No. 2002081018

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Oak Springs Village Specific Plan
Draft EIR

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EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, alternatives, environmental impacts, mitigation measures, and residual impacts associated with the proposed project.

PROJECT SYNOPSIS

Project Applicant

The project applicant for the Oak Springs Village Specific Plan is:

Hochhauser Blatter Architecture and Planning
122 E. Arrellaga Street
Santa Barbara, CA 93101
Contact: Jan Hochhauser

Project Description

The proposed project, known as the Oak Springs Village Specific Plan project, involves the redesignation of the current land use from CR (General Commercial) to seven primary land use components on an approximate 24-acre site located within the City of Buellton (Assessor's Parcel Number 137-090-045), bound by McMurray Road to the west and Highway 246 to the south. The site is currently undeveloped and is comprised of a single parcel designated for General Commercial use. The proposed Specific Plan would facilitate the development of seven land use components (Commercial/ Large Scale Retail; General Service/Commercial; Single Family Residential/PRD; Multi-family Residential/Townhouses; Multi-family/Affordable Housing; Health Center/Senior Housing/Assisted Living; Recreation/Open Space). The Specific Plan site is proposed to include 10.0 acres of commercial/large scale retail uses, 3.2 acres of general service/commercial uses, 28 affordable multi-family housing units on 1.0 acre, 32 multi-family/townhouses on 2.3 acres, 21 single-family residential units on 2.1 acres, 60 to 75 senior assisted living units with a health center on 2.1 acres, and recreation/open space areas including a water feature/playground on 1.6 acres. It should be noted that the Specific Plan would not provide approval of a precise project but would be used to guide future development and to evaluate future project proposals.

ALTERNATIVES

Three alternatives to the proposed project were selected for consideration as follows:

- Alternative 1: No Project, No Development
- Alternative 2: No Project, Current Zoning
- Alternative 3: Buellton Business Park Plan
- Alternative 4: Modified Plan

The No Project Alternative is considered environmentally superior overall, since no development that could result in significant environmental impacts would occur. However, the No Project Alternative would not preclude future development on the project site. The

current land use designation that governs these sites would keep the possibility of development open, pursuant to the City General Plan and zoning ordinance.

Among the other development alternatives, Alternative 4 stands out as particularly superior to the proposed project.

Alternative 2 (No Project, Current Zoning Alternative) is considered environmentally superior for one of the five issue areas (i.e., agriculture). Its most positive attributes are that it eliminates residential uses, which would eliminate impacts related to the exposure of future site residents to agricultural impacts associated with residual quantities of agricultural chemicals in on-site soils. However, this alternative would result in a similar amount of site disturbance and associated removal of potential future agricultural lands as the proposed project. In addition, this alternative would result in a substantially greater number of vehicle trips, and associated air contaminant and noise emissions, when compared to the proposed Specific Plan. Therefore, overall this alternative would have characteristics that are both better and worse than the proposed Specific Plan

Alternative 3 (Buellton Business Park Plan Alternative) is also considered environmentally superior with respect to agriculture, since this alternative also eliminates residential uses from the site. However, as with Alternative 2, this alternative would result in a greater number of vehicle trips, and associated air contaminant and noise emissions, when compared to the proposed Specific Plan. Therefore, overall this alternative would have characteristics that are both better and worse than the proposed Specific Plan.

Alternative 4 (Modified Plan Alternative), which involves more residential units and less commercial development, would be considered environmentally superior in regard to two of the five issue areas (i.e., air quality and transportation). This alternative would result in a smaller number of vehicle trips, and associated air contaminant and noise emissions, when compared to the proposed Specific Plan. In addition, this alternative would feature greater structural setbacks from Highway 246 and McMurray Road and less visually intrusive building massing when compared to the Specific Plan. However, since this alternative would involve additional residential units, impacts with respect to agriculture would be greater, since more residents would be exposed to potential hazards related to residual quantities of agricultural chemicals in on-site soils.

The alternatives analysis is described in further detail in Section 6.0, *Alternatives*.

AREAS OF CONCERN

Pursuant to State CEQA Guidelines § 15123, this EIR acknowledges the areas of controversy and issues to be resolved which are known to the City of Buellton or were raised during the scoping process. An Initial Study/Notice of Preparation was prepared and circulated for a 30-day public review period that began on August 2, 2002 and ended September 2, 2002. Three comment letters from public agencies (i.e., the Santa Barbara County Air Pollution Control District, Buellton Union School District, and City of Buellton Police Department), were received in response to the NOP. NOP comment letters are included in Appendix A of this EIR.

Primary environmental areas of concern raised by the commenting agencies and public include:

- Impacts on school facilities;
- Bussing of school children;
- Construction and operational air quality impacts.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 identifies project environmental impacts, proposed mitigation measures, and residual impacts. Table ES-2 follows to identify cumulative impacts resulting from buildout of the proposed project in conjunction with the approved and pending cumulative development near the project site. Impacts are organized by classes. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

> *Class I. Significant and Unavoidable: An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State CEQA Guidelines.*
>
> *Class II. Significant but Mitigable: An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the State CEQA Guidelines.*
>
> *Class III. Not Significant: An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.*
>
> *Class IV. Beneficial: An effect that would reduce existing environmental problems or hazards.*

Refer to Section 1.4 of this EIR for a discussion of additional effects found not to be significant through the Initial Study process and additional analyses. Issue areas with effects found not to be significant include: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems.

Table ES-1. Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts

CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE

AESTHETICS

Impact	Mitigation Measures	Residual Impact
Impact AES-1. Implementation of the proposed Specific Plan has the potential to alter the aesthetic character of the site vicinity through alteration of views from public viewing locations, introduction of community design elements that may be aesthetically inconsistent with the surrounding area, introduction of new light and glare generators into the area, and the changing of the area's character from a semi-rural to urban (residential and commercial) condition. This is considered Class II, *significant but mitigable*, impact to aesthetic character of the area.	**AES-1(a) Architectural and Landscape Guidelines.** The applicant shall develop and implement Architectural and Landscape Guidelines for all phases of the Specific Plan. The Guidelines shall include clear criteria and requirements to guide the design, layout, and landscaping of each Specific Plan component. All future development on the site shall comply with the Guidelines. Enforcement of compliance with the Guidelines shall be the responsibility of the Planning Department. ***Roofing and Feature Color and Material.*** Development plans shall include colors on structure roofing and other on-site features that are compatible with the surrounding residential uses to lessen potential visual contrast between the proposed and existing adjacent structures. Natural building materials and colors compatible with surrounding terrain (earthtones and non-reflective paints) shall be used on exterior surfaces of all structures, including fences. ***Tract Lighting.*** Prior to development of each development phase, proposed lighting shall be indicated on site plans that demonstrates that spillover of lighting would not affect residential areas located east of the site. The lighting plan shall incorporate lighting that direct light pools downward to prevent glare on adjacent and surrounding areas. Lights shall have solid sides and reflectors to further reduce lighting impacts by controlling light spillage. Light fixtures that shield nearby residences from excessive brightness at night shall be included in the lighting plan. Non-glare lighting shall be used. ***Compatibility with Adjacent Uses.*** The design, scale, and character of the Specific Plan residential building architecture shall be generally compatible with the scale of existing residential uses east of the site. **AES-1(b) Entrance Monuments.** Site entrance monuments shall not be visually prominent and shall be consistent with the natural rural character of the area.	The implementation of the above mitigation measures would reduce impacts to a less than significant level.

Table ES-1. Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts

CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	AES-1(c) Lighting Limitations. All lighting of community park facilities shall be designed as accent features, and provided for safety and security only. Walkways and outdoor parking areas (if any) shall be lighted with bollard-style posts, limited to four feet in height. Any security lighting shall be screened such that lighting globes are not visible from a distance of 20 feet. **AES-1(d) Street Light Limitations.** Specific Plan site streetlights shall be pedestrian in scale, not to exceed a height of 12 feet, and shall be architecturally compatible with surrounding development. Streetlights, where they are included, shall be primarily for pedestrian safety (at roadway intersections only), and shall not provide widespread illumination. **AES-1(e) Wall and Fence Articulation.** Long expanses of walls (including sound walls) or fences should be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets should be provided. Walls and fences should be designed in a style, materials and color to complement adjacent buildings. **AES-1(f) Clear Excess Debris.** The future developers of the Specific Plan components shall clear the site of all excess construction debris when completed with individual development phases.	
AGRICULTURAL RESOURCES		
Impact	**Mitigation Measures**	**Residual Impact**
Impact AG-2. The historic agricultural use of the site could have included prolonged applications of agricultural chemicals, including arsenic. Development on the site could expose people to hazards related to residual quantities of these chemicals. This is considered a Class II, *significant but mitigable* impact.	**AG-2(a) Phase I Environmental Site Assessment (ESA).** A Phase I ESA for the entire site shall be prepared by the applicant or authorized agent thereof, and submitted to the Planning Department for review prior to grading permit approval. The applicant and future developers of the Specific Plan components shall comply with all requirements and recommendations identified in the Phase I ESA regarding Phase II soil and/or groundwater sampling, unless otherwise specified by an applicable regulatory agency. Soil samples shall be taken within the site by a qualified hazardous materials specialist to determine the presence or absence of contaminants. If soil sampling indicates the presence of any contaminant in hazardous quantities, the RWQCB and DTSC will be contacted to determine the level of any necessary remediation efforts, and these soils shall be remediated in compliance with applicable	The implementation of the above mitigation measures would reduce impacts to a less than significant level.

Table ES-1. Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts

CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	lessened by proper maintenance, some level of incompatibility between the two uses would remain.	
TRANSPORTATION AND CIRCULATION		
Impact	**Mitigation Measures**	**Residual Impact**
Impact T-2. The main Specific Plan site driveway is forecasted to operate at LOS D or worse. The internal roadway system proposed for the site could result in internal circulation conflicts as a result of the 36-foot roadway width and potential on-street parking. This would generate a Class II, *significant but mitigable,* impact.	**T-2(a) Internal Access Improvements.** The internal loop of the site road shall be posted "no parking" on one side of the road to reduce the potential for conflict between through vehicles and parked vehicles. As a means to improve site access and enhance on-site circulation, the internal circulation roads should be striped and signed in a manner consistent with the Manual on Uniform Traffic Control Devices. **T-2(b) Driveway Alignment.** The McMurray Road driveways should be aligned opposite the existing driveways to reduce potential conflicts. Aligning the Specific Plan site driveways with the existing opposing driveways would create an attractive draw away from Highway 246, which would reduce impacts at the Highway 246 access.	Impacts would be reduced to a less than significant level with implementation of the above mitigation measures.
Impact T-3. The proposed Specific Plan would provide a total of 926 on-site parking spaces. This would be sufficient to meet the overall parking requirements for the Specific Plan; however, the parking provided for the assisted living facility would not meet Code requirements. This is considered a Class II, *significant but mitigable,* impact.	**T-3(a) Parking Spaces.** The applicant shall redistribute parking spaces such that 75 spaces are provided for the senior assisted living facility.	Specific Plan parking impacts would be reduced to a less than significant level with the provision of parking spaces in accordance with City standards.
GROWTH INDUCEMENT		
Impact	**Mitigation Measures**	**Residual Impact**
Impact GI-1. The project would be built in an area not served by infrastructure. This could have potential growth-inducing impacts.	**GI-1 Infrastructure Capacity Limitations.** Water and drainage infrastructure that serves the proposed project shall be sized to meet only the demands of the project itself.	With the recommended mitigation measures, the potential to induce further growth on the project site and associated environmental effects would be reduced to a less than significant level.

Table ES-1. Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts

CLASS III: LESS THAN SIGNIFICANT		
AIR QUALITY		
Impact	**Mitigation Measures**	**Residual Impact**
Impact AQ-2. Project traffic generation, together with other cumulative traffic associated with foreseeable development, would not result in CO "hotspots." Therefore, the project's potential to generate CO "hotspots" is considered to be a Class III, *less than significant* impact.	Mitigation measures identified in Section 4.5, *Transportation and Circulation,* would effectively reduce project-related and cumulative CO emissions. No further mitigation measures are recommended.	No significant air quality impacts associated with CO emissions would occur.
NOISE		
Impact	**Mitigation Measures**	**Residual Impact**
Impact N-2. The southern portion of the site would be subject to traffic noise generated from Highway 246. No residences or other sensitive uses are proposed in this area. Some commercial uses would be subject to noise in excess of 70 dB. However, this would not create an unacceptable interior noise environment. Therefore, impacts relating to noise from existing traffic on Highway 246 are considered to be *less than significant* (Class III).	No mitigation measures are required.	Impacts would be less than significant.
Impact N-4. Project-generated traffic would incrementally increase noise levels generated from area roadways. Project-generated traffic would worsen existing noise levels along several roadway segments that serve residential uses in the project area. However, these noise level increases would not be audible along project area roadway segments that serve residential uses, and noise levels would remain within City standards for uses along these roadways. Therefore, the impact of project-generated traffic noise on sensitive receptors in the project vicinity would be considered a Class III, *less than significant,* impact.	No mitigation measures are required.	Impacts would be less than significant.

Table ES-1. Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts

CLASS III: LESS THAN SIGNIFICANT		
TRANSPORTATION AND CIRCULATION		
Impact	**Mitigation Measures**	**Residual Impact**
Impact T-1. Implementation of the Specific Plan would result in the addition of 5,332 average daily trips and 507 P.M. peak hour trips to the study-area roadways and intersections. This would not result in exceedances of roadway or intersection LOS standards. Therefore, impacts would be Class III, *less than significant.*	No mitigation measures are required.	Impacts to the roadways and intersections in the study area would be less than significant.
Impact T-4. The proposed Specific Plan would provide sufficient parking supply to meet the estimated peak weekday parking demand. This is considered a Class III, *less than significant,* impact.	No mitigation measures are required.	Impacts would be less than significant.
Impact T-5. The project would not generate significant project-specific or cumulative impacts to the CMP roadways or intersections in the area. Class III, *less than significant*, impacts would result.	No mitigation measures are required.	Impacts are considered less than significant.

The following table identifies the cumulative impacts which may occur under buildout of the proposed Oak Springs Village Specific Plan. The cumulative transportation and circulation impacts are included in the previous table (Table ES-1).

Table ES-2. Summary of Cumulative Environmental Impacts

CLASS I: SIGNIFICANT AND UNAVOIDABLE
AESTHETICS
The City General Plan land use designation of the proposed site is General Commercial. Development of the site for urban use was therefore expected and is consistent with the General Plan. Therefore, any impacts to the visual character of the site and the surrounding area related to the conversion of the rural character of the site were anticipated in the General Plan EIR. However, several other residential projects, as well as commercial and industrial projects are also proposed for the surrounding areas (refer to Section 3.3 of this EIR). Cumulative development of these proposed developments would result in a significant cumulative loss of open space and would irrevocably alter the character of the area from semi-rural to urban. Implementation of the proposed Specific Plan would incrementally contribute to this change in aesthetic character of the site and the surrounding areas. Cumulative aesthetic impacts are therefore considered *Significant and Unavoidable* (Class I).
AGRICULTURAL RESOURCES
Individual development projects in the region would have the potential to create compatibility conflicts relating to the interface of historic agricultural uses and new urban development. Such conflicts are expected to be addressed on a case-by-case basis, and assuming that conflicts can be resolved through the proper use of buffers and appropriate design, significant cumulative land use compatibility conflicts are not anticipated. However, implementation of the proposed Specific Plan would contribute to significant cumulative impacts related to the loss of prime soils, which would be considered a Class I, *significant and unavoidable*, cumulative impact.
AIR QUALITY
A project that does not exceed APCD thresholds and that is consistent with the 2001 Clean Air Plan is considered to have a less than significant cumulative impact on the airshed. On an individual project basis, the project is considered to have a Class I significant and unavoidable adverse impact on air quality. The proposed project is also considered to be inconsistent with long-term regional air quality planning efforts. Therefore, the project is considered to have a Class I, *significant and unavoidable*, cumulative impact on air quality.
NOISE
Under cumulative conditions, project-generated traffic would worsen severe noise levels along Highway 246 east of McMurray Road, which serves sensitive residential receptors. Therefore, the cumulative impact of project-generated traffic noise on sensitive receptors in the project vicinity would be considered a Class I, *significant and unavoidable,* impact.

1.0 INTRODUCTION

This document is an Environmental Impact Report (EIR) for a Specific Plan on an approximate 24-acre site in the City of Buellton. The site is currently undeveloped and is comprised of a single parcel designated for General Commercial use. The proposed Specific Plan would facilitate the development of seven land use components (Commercial/ Large Scale Retail; General Service/Commercial; Single Family Residential/PRD; Multi-family Residential/ Townhouses; Multi-family/Affordable Housing; Health Center/Senior Housing/Assisted Living; Recreation/Open Space). The Specific Plan site is proposed to include 10.0 acres of commercial/large scale retail uses, 3.2 acres of general service/commercial uses, 28 affordable multi-family housing units on 1.0 acre, 32 multi-family/townhouses on 2.3 acres, 21 single-family residential units on 2.1 acres, 60 to 75 senior assisted living units with a health center on 2.1 acres, and recreation/open space areas including a water feature/playground on 1.8 acres. It should be noted that the Specific Plan would not provide approval of a precise project but would be used to guide future development and to evaluate future project proposals. Nevertheless, this EIR evaluates the reasonable worst-case scenario of buildout of the proposed Specific Plan land uses in accordance with the development standards identified in the Specific Plan. For the purpose of this Program EIR, "project" refers to all aspects and phases of the proposed Oak Springs Village Specific Plan, including construction, interim phases, and buildout of the Plan. The Plan's background, as well as the legal basis for preparing an EIR, is described below.

1.1 PURPOSE AND LEGAL AUTHORITY

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA), and the State CEQA Guidelines. In accordance with Section 15121(a) of the State CEQA Guidelines, the purpose of this EIR is to serve as an informational document that:

> "*...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project...*".

This document is a program EIR. Section 15168(a) of the CEQA Guidelines outlines the program EIR process as follows:

"*(a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:*

(1) Geographically;
(2) As logical parts in a chain of contemplated actions;
(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

(b) Advantages. Use of a program EIR can provide the following advantages. The program EIR can:

(1) Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,

(2) Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,

(3) Avoid duplicative reconsideration of basic policy considerations,

(4) Allow the Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and

(5) Allow reduction in paperwork.

(c) Use with Later Activities. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

(1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.

(2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.

(4) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

(5) A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required."

The Specific Plan project application was submitted by Hochhauser Blatter Architecture and Planning. However, the project consists of several land use components, including single- and multi-family residential, commercial, and open space, which could be implemented by other developers. The specific design of these land use components could change with future development proposals on the Specific Plan site. This Program EIR presents a reasonable worst-case scenario of site development and improvements in accordance with the proposed Specific Plan. As proposals for future development on the Specific Plan site are received, City staff will identify whether the proposals are substantially consistent with the Specific Plan

project as evaluated in this document, or whether the proposals would require additional environmental review pursuant to CEQA.

This report is to serve as an informational document for the public and City of Buellton decision-makers. The process will culminate with Planning Commission and City Council hearings to consider certification of a Final EIR and a decision whether to approve the proposed Specific Plan, possibly with conditions of approval.

1.2 SCOPE AND CONTENT

In accordance with the State CEQA Guidelines a Notice of Preparation (NOP) was distributed for review by affected agencies and the public. The NOP and responses to the NOP are presented in Appendix A of this report.

This Program EIR addresses the issues determined to be potentially significant by the responses to the NOP, and scoping discussions among the public, consulting staff, and the City. The issues addressed in this EIR include:

- *Aesthetics*
- *Agricultural Resources*
- *Air Quality*
- *Noise*
- *Transportation and Circulation*

This EIR addresses the issues referenced above and identifies potentially significant environmental impacts, including site-specific and cumulative effects of the proposed Specific Plan in accordance with the provisions set forth in the State CEQA Guidelines. In addition, the EIR recommends feasible mitigation measures, where possible, that would reduce or eliminate adverse environmental effects.

In preparing the EIR, use was made of pertinent City policies and guidelines, existing EIRs and background documents prepared by the City. A full reference list is contained in Section 8.0, *References and Preparers*, of this EIR.

The Alternatives section of the EIR was prepared in accordance with Section 15126(d) of the State CEQA Guidelines and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the proposed Specific Plan while feasibly attaining most of the basic objectives of the Plan. In addition, the EIR identifies the "environmentally superior" alternative from the alternatives assessed. The alternatives evaluated include the CEQA-required "No Project, No Development" Alternative, "No Project, Current Zoning" Alternative, a Buellton Business Park Alternative, and Modified Plan Alternative.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The State CEQA Guidelines provide the standard of adequacy on which this document is based. The State CEQA Guidelines state:

> *"An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently*

takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but, the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure."(Section 15151).

1.3 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

The State CEQA Guidelines define "lead," "responsible" and "trustee" agencies. The City of Buellton is the lead agency for the Specific Plan because it has the principal responsibility for approving the Plan.

A "responsible agency" refers to public agencies other than the "lead agency" that has discretionary approval over the proposed Specific Plan. A "trustee agency" refers to a state agency having jurisdiction by law over natural resources affected by a plan. The State Water Resources Control Board (SWRCB) has jurisdiction over water resources, including waters that may be impacted by development under the Specific Plan. The SWRCB is therefore a responsible agency.

1.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

Based on the scoping process for the proposed Specific Plan, the City of Buellton determined that there was no substantial evidence that the Plan would cause or otherwise result in significant environmental effects in the resource areas discussed below. As indicated in the State CEQA Guidelines, no further environmental review of these issues is necessary for the reasons summarized in the following discussion. The substantiation for determining that these issues would result in no impact, or a less-than-significant impact is described in further detail in Appendix A, NOP, pursuant to § 15128 of the State CEQA Guidelines.

Biological Resources

- *Would the project adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (§670.2 or 670.5) or in Title 50, Code of Federal Regulations (§17.11 or 17.12)? Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

The Specific Plan site is composed of disturbed ruderal (weedy) and non-native annual grassland vegetation. The Santa Ynez River is located approximately ¼ mile south of the site. The site provides little or no habitat value for special status wildlife species. A search of special status species records within a 10-mile radius of the site was conducted via the California Department of Fish and Game (CDFG) California Natural Diversity Database (CNDDB) (November 2002). According to this records search, special status species occurrences in the

vicinity of the site are limited to birds, amphibians, fishes, and habitat along the Santa Ynez River corridor. Special status species located along this river corridor include the southwestern willow flycatcher (*Empidonax traillii extimus;* a federal and state endangered species), southern California steelhead (*Oncorhynchus mykiss irideus;* a federal endangered species and California species of special concern), California tiger salamander (*Ambystoma californiense;* a federal endangered species and California species of special concern and protected species), California red-legged frog (*Rana aurora draytonii;* a federal threatened species and state species of special concern and protected species), and western spadefoot (*Scaphiopus hammondii;* a federal and state species of special concern). Additionally, the following special status animal species are known to occur within the region: least Bell's Vireo (*Vireo bellii pusillus;* Federally and State Endangered), Cooper's hawk (*Accipiter cooperii;* State Species of Concern), southwestern pond turtle (*Clemmys marmorata pallida;* Federal and State Species of Special Concern), and two-striped garter snake (*Thamnophis hammondii;* State Species of Special Concern). In addition, the following special status plant species are known to occur in the region: La Purisima manzanita [*Arctostaphylos purissima;* California Native Plant Society (CNPS) 1B], Refugio manzanita (*Arctostaphylos refugioensis;* CNPS 1B); seaside bird's beak (*Cordylanthus rigidus ssp. littoralis;* Federal Species of Special Concern, State Endangered, CNPS 1B), dune larkspur (*Delphinium parryi ssp. blochmaniae;* Federal Species of Special Concern, CNPS 1B); Miles's milk-vetch (*Astragalus didymocarpus var milesianus;* CNPS 1B), late-flowered mariposa lily (*Calochortus weedii var vestus;* CNPS 1B), dwarf calycadenia (*Calycadenia villosa;* Federal Species of Special Concern, CNPS 1B), Gaviota tarplant (*Deinandra increscens ssp villosa;* Federal Endangered, CNPS 1B), and black-flowered figwort (*Scrophularia atrata;* Federal Species of Special Concern, CNPS 1B).

No special status species are known to occur or have been observed on the site. Silvery legless lizards occur in several habitats, including coastal dunes, dune scrub, coastal sage scrub, riparian scrub, chaparral, oak woodland, and pine woodland, characterized by loose soil with high sand content. Coast horned lizards occur in habitats with loose sandy loam and sandy-gravelly soils that support shrubs and an open canopy, including riparian scrub, dune scrub, coastal sage scrub, and open chaparral. Due to the lack of suitable soils and associated habitat on the site, silvery legless lizard or coast horned lizard would not be expected to occur on the site.

The site does not contain seasonal ponds or aquatic habitat necessary for steelhead, red-legged frog, spadefoot toad, southwestern pond turtle, or tiger salamander. California tiger salamander and California red-legged frog utilize upland habitats such as ground squirrel and gopher burrows during the dry season. The project site is located outside California tiger salamander metapopulation areas designated by the U.S. Fish and Wildlife Service (USFWS) and is located outside designated critical habitat for the California red-legged frog. Therefore, individuals of these species are not expected to occur on the project site. Due to the distance between the site and the special-status species occurrences within the Santa Ynez river corridor, the lack of quality riparian/aquatic habitat on-site, lack of seasonal ponds or wetlands on the site, and the presence of adjacent roadways and developed areas that act as barriers between the site and the species occurrences, it is considered unlikely that special-status species would utilize the site for breeding or foraging activities. Additionally, due to the disturbed nature of the site, no special-status plant species are expected to occur. The site does not contain any trees that would be considered potential nesting habitat for raptors or other sensitive bird

species. Therefore, the proposed Specific Plan would result in less than significant impacts related to special status species.

- *Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

The site is primarily composed of disturbed ruderal and non-native annual grassland vegetation, and does not contain any locally-designated natural communities, including riparian habitat. The Specific Plan includes a development standard that plant species for the landscape buffers and other areas outside of the Recreation/Open Space component shall be native, drought resistant species. Due to the distance between the site and Santa Ynez River Zaca Creek, and Thumbelina Creek corridors, and the amount of existing disturbance from urban uses in the area (including between the site and these corridors), Plan impacts on riparian habitat and other sensitive natural communities would be less than significant.

- *Would the project adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?*

No wetland habitat resources are located on the site. No direct impacts to wetland habitats would occur as a result of the proposed Specific Plan. Due to the distance between the site and Santa Ynez River, Zaca Creek, and Thumbelina Creek corridors, and the amount of existing disturbance from urban uses in the project area (including between the site and these corridor), Plan impacts on wetlands would be less than significant.

- *Would the project interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?*

The site is located on the northern edge of the City of Buellton in an area that transitions from rural uses north of the site within the County to urban development south, west, and east of the site within the City. Due to the lack of suitable habitat, the site does not provide suitable wildlife dispersal and migration habitat. No impacts would result.

- *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The site is composed of disturbed non-native annual grassland. The site contains no trees; therefore, the proposed Specific Plan would not conflict with City policies related to tree protection. No impacts would result.

- *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?*

The site is not located within an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would result.

Cultural Resources

- *Would the project cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources?*

The following discussions are based on a California Historical Resources Information System (CHRIS) cultural resource record search and assessment prepared by the Central Coast Information Center at the University of California, Santa Barbara on September 18, 2002, and the City of Buellton General Plan.

The site contains no structures that could be considered historical resources. The historic off-site farm structures would not be affected by the proposed project. No impacts would result.

- *Would the project cause a substantial adverse change in the significance of a unique archaeological resources (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person) or disturb or destroy a unique paleontological resource or site?*

According to the UCSB CHRIS records search, five cultural resources studies have been conducted in the area. Only one of the previous cultural resources studies, located southeast of the site along Highway 246, identified cultural resources. However, this archaeological resources study in 1977 deemed the encountered resources to be "totally disturbed and unworthy of future study." In addition, according to the records search, no historical, archaeological, paleontological, or other cultural resources are located on or immediately adjacent to the site. Although no cultural resources have been encountered on or immediately adjacent to the site, there remains the possibility of encountering undiscovered archaeological resources during construction of planned uses. The disturbance of unidentified cultural resources would be considered a potentially significant impact unless mitigation is incorporated.

- *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Since no known cemetery uses are located on or adjacent to the site, the proposed Specific Plan would result in no impacts to human remains.

It is not expected that the development of the proposed land uses would unearth significant resources. Conditions of approval will ensure consistency with relevant General Plan policies; that is, if development uncovers cultural resources, the procedures set forth in the Guidelines for Implementation of California Environmental Quality Act (Title 14, Sections 15000 et. seq. of

the California Code of Regulations) shall be followed for identification, documentation and preservation of the resource. These procedures are as follows:

1. A qualified archaeologist shall monitor all earth moving activities within native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented.

   In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps will be taken:

A. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

   1) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

   2) If the coroner determines the remains to be Native American:

      1. The coroner shall contact the Native American Heritage Commission within 24 hours.

      2. The Native American Heritage Commission shall identify the person or persons it believes to be most likely descended from the deceased Native American.

      3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public resources Code Section 5097.98, or

B. Where the following conditions occur, the landowner or his authorized representatives shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location nor subject to further subsurface disturbance.

   1) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

   2) The descendent identified fails to make a recommendation; or

   3) The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Geology and Soils

❖ *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

As described in the City General Plan EIR, there are no known active fault lines within the City. No impacts would result.

ii) *Strong seismic ground shaking?*

The nearest fault, the Santa Ynez Fault, is located approximately six miles south of the City limits. The Santa Ynez fault line extends east/west from Jameson Lake westward through Blue Canyon to near the Gaviota Pass. However, the likelihood of a major earthquake (Richter magnitude +/- 7) is low in comparison to potential major earthquakes along the San Andreas Fault, which is considered likely within the next 30 years.

The San Andreas Fault, located approximately 48 miles northwest of Buellton, dominates both the geologic structure and seismicity of the area. However, faults closer to the site also have the potential to generate earthquakes and strong groundshaking at the site. These include: (1) the offshore group, including the Hosgri and Santa Lucia Bank (Purisima and Lompoc) faults; and (2) the Santa Ynez Fault. In addition, the Los Alamos-Baseline-Lions and Casmalia-Orcutt-Little Pine faults may be active and pose potential to generate groundshaking at the site.

The largest upper level earthquake (ULE) at the site would be an approximate 7.8 moment magnitude earthquake on the San Andreas Fault. Such an event could produce peak horizontal ground acceleration on the order of 0.16g. Due to the relative location of the Los Alamos-Baseline (approximately 8 kilometers south), Santa Ynez (approximately 9 kilometers northeast), and North Channel Slope (approximately 24 kilometers east) faults to the site, higher ULE accelerations may be expected from these faults. Although higher accelerations may be experienced on the site from these faults, compared to events on the San Andreas Fault, the recurrence interval for such events is much longer than for an event on the active San Andreas Fault Zone. Seismic safety issues would be addressed through the Uniform Building Code (UBC). UBC requirements may include the use of drilled pier foundations extending into bedrock, the liberal use of tie beams between piers, and the use of shear walls. Less than significant impacts would result.

iii) *Seismic-related ground failure, including liquefaction?*

Liquefaction is the phenomenon in which soil temporarily loses strength due to a buildup of excess pore-water pressure caused by seismic shaking. Liquefaction occurs in loose to medium dense saturated sand, typically within the upper 50 feet of the ground surface. According to the Natural Resources Conservation Service (NRCS) "Soil Survey of Northern Santa Barbara Area, California" (July 1972), two soil types underlay the site. Approximately 80% of the site is underlain by Ballard gravelly fine sandy loam, 0 to 2% slopes. This soil type is characterized by

moderate permeability, very slow surface runoff, and none to slight erosion hazard. Approximately 20% of the site is underlain by Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes. This soil type is characterized by very slow permeability, medium surface runoff, and moderate erosion hazard. According to the "Preliminary Foundation Investigation" (Pacific Materials Laboratory of Santa Barbara, Inc., October 22, 2002), no groundwater water encountered at the site to a depth of 20 feet. The "Preliminary Foundation Investigation" concluded that the potential for liquefaction at the site is "very low." Therefore, seismic-related ground failure impacts, including liquefaction, would be considered less than significant.

iv) *Inundation by seiche, tsunami, or mudflow?*

The site is not located in the vicinity of any body of water that could result in a seiche or tsunami. No impacts would result.

v) *Landslides?*

The proposed site is relatively flat and proposed improvements would be located a sufficient distance from substantial adjacent slopes to preclude significant landsliding hazards.

vi) *Flooding, including flooding as a result of the failure of a levee or dam?*

The only substantial dam in the Buellton area is the Bradbury Dam (Lake Cachuma). This dam is located seven miles east of the City. The subject property is located within an area subject to inundation should dam failure occur. As a condition of approval, upon the transfer of real property or rental agreements on the site, the transferor shall deliver to the prospective occupants a written disclosure statement that shall make all prospective occupants aware that this area is located within a dam failure inundation hazard area. With implementation of this condition of approval, less than significant impacts would result.

❖ *Would the project result in substantial soil erosion or the loss of topsoil?*

The proposed Specific Plan involves grading to create a level surface for retail commercial buildings, and other facilities. Cutting and filling may result in increased erosion. Increased runoff from the proposed impervious surfaces could also increase site erosion. Erosion could lead to additional sediment in the off-site drainage facilities. The NRCS soil survey states that the erosion potential of the two soil types found on-site [i.e., Ballard gravelly fine sandy loam, (0 to 2% slopes) and Santa Ynez gravelly fine sandy loam (2 to 9 percent slopes)], ranges from "none to slight" to "moderate". The City's adopted Grading Ordinance (Title 8 of the Buellton Municipal Code) requires that an erosion and sediment control plan be: (a) prepared and submitted to the City with an application for site grading and/or a building permit; and (b) implemented during construction. Erosion control would be addressed through the City's Grading Ordinance as conditions of approval. With implementation of these conditions, less than significant impacts would result.

❖ *Would the project result in the loss of a unique geologic feature?*

No unique geologic or physical features are located on the site. No impacts would result.

- *Is the project located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion. Earthquakes, groundwater withdrawal, or other resource withdrawal may cause subsidence. The City General Plan EIR indicates that there are no reports of significant areas of subsidence that affect the Buellton area. The NRCS soil survey for the site indicates that the on-site soil types are characterized by low shrink-swell potential. In addition, the "Preliminary Foundation Investigation" prepared for the site identifies the potential for expansion of surface soils on the site as "very low." Conformance with the Uniform Building Code would reduce potential impacts to a less than significant level.

- *Is the project located on expansive soil creating substantial risks to life or property?*

As described above, the NRCS soil survey for the site indicates that the on-site soil types are characterized by low shrink-swell potential. In addition, the "Preliminary Foundation Investigation" prepared for the site identifies the potential for expansion of surface soils on the site as "very low." Soils that exhibit moderately expansive characteristics (i.e. the presence of clay) will tend to swell when subjected to increases in moisture content and will shrink upon dessication. As such soils are not located on the site, the proposed Specific Plan would not result in potentially significant impacts related to expansive soils.

- *Where sewers are not available for the disposal of waste water, is the soil capable of supporting the use of septic tanks or alternative waste water disposal systems?*

All wastewater from the proposed Specific Plan land uses would be discharged to the City sewer system. No septic systems have been proposed. No impacts would result.

<u>Hazards and Hazardous Materials</u>

- *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?*

The proposed Specific Plan would not create reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, as the proposed land uses would not involve the storage or transport of substantial quantities of such materials, or any hazardous design features. Therefore, the proposed Specific Plan would not expose adjacent receptors to releases of hazardous substances. Less than significant impacts would result.

- *Would the project reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

As described above, the proposed commercial and residential uses would not be expected to use substantial quantities of hazardous substances. In addition, no schools are located within ¼ mile of the site. No impacts would result.

- *Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

A search of hazardous materials records occurrences within a one-mile radius of the site was conducted by Environmental Data Resources, Inc. (EDR; September 9, 2002). Based on the EDR report, the site is not listed on a local, state, or federal hazardous materials database. The regulatory search identified one Cal-Sites, five Cortese, five leaking underground storage tank (LUST), nine historic underground storage tank (HIST UST), and 15 HAZNET sites listed within a one-mile search radius. The Cal-Sites, UST, and HAZNET sites are permitted activities and are not likely to be considered potential environmental concerns. The activities at these permitted facilities do not represent an unauthorized release of contaminants.

Two Leaking Underground Storage Tank (LUST) sites are located within 1/8 mile of the site, two LUST sites are located between 1/8 and ¼ mile of the site, and one LUST site is located between ¼ and ½ mile of the site.

Two of the five recorded LUST sites involved a release that could potentially affect the site. The Chevron Station 2397 site, located at 206 Highway 246, less than 1/8 mile southwest of the site, is a listed Cortese and LUST site that released unleaded gasoline on September 14, 1989. This release affected soil and groundwater. Contaminated soil was excavated and disposed and contaminated groundwater was pumped and treated. Nevertheless, this site has not been fully remediated and the LUST case remains open. This LUST site is located across Highway 246 and downgradient of the site, as groundwater flows to the southwest in the area and the site is located north of this LUST site. Therefore, contaminated groundwater from this LUST site could not migrate onto the site. Similarly, the Tillman's Texaco site, located at 250 Highway 246, less than 1/8 mile south of the site, is a listed Cortese and LUST site that released unleaded gasoline on April 26, 1988. This release affected the groundwater aquifer. Contaminated soil was excavated and treated, but the site has not yet been fully remediated and the LUST case remains open. This LUST site is located across Highway 246 and southeast (downgradient) of the site. Therefore, contaminated groundwater from this LUST site could not migrate onto the site.

The other three LUST sites located within one mile of the site could not affect the property due to the distance of the releases from the property, the status of remediation (i.e., closed LUST case), and/or the media affected (i.e., soil only). The Arco Service Station #9609 site, located on Highway 246 between 1/8 and ¼ mile southeast of the site, released gasoline that affected soil only in May 1998. This release has been fully remediated, and the LUST case has been closed. The Santa Barbara County Fire Station site, located on Highway 246 between 1/8 and ¼ mile southeast of the site, released gasoline that affected the aquifer in June 1988. This site has been fully remediated, and the LUST case has been closed. The Tegge Service Station site, located at 631 Avenue of Flags, between ¼ and ½ mile northwest of the site, released unleaded gasoline that affected soil only in April 1988. This site has been fully remediated, and the LUST case has been closed.

Refer to Section 4.2, *Agricultural Resources,* for a discussion of proposed Specific Plan impacts related to contamination of on-site soils with residual quantities of currently banned agricultural chemicals due to the historical use of the site for agricultural purposes.

- *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The site is not located within two miles of a public use airport or within an airport planning area. Therefore, the proposed Specific Plan would result in no impacts related to public airport safety hazards.

- *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The site is not located in the vicinity of any private airstrips. Therefore, the proposed Specific Plan would result in no impacts related to private airstrip safety hazards.

- *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed Specific Plan would not interfere with any emergency response plan or evacuation plan, as the area is subject to no such plans. No impacts would result.

- *Would the project expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The City of Buellton does not identify fire hazard areas in the City. The fire hazard potential of an area is determined by the relative amounts of fuel loading, fire weather, and slope. Fuel loading refers to the age, type, and density of vegetation in an area. The fire weather index considers the number of hot, dry days. Slope refers to the topography of an area, which may hinder access for fire fighting efforts. Slope is also important because fire travels faster on steep slopes. The proposed Specific Plan would remove vegetated areas that otherwise may be considered a fire hazard. This would be considered a beneficial impact. However, the proposed Specific Plan land uses would be located adjacent to substantially vegetated areas north of the site that may present a fire hazard. The proposed access and internal circulation system would ensure adequate emergency vehicle access to all portions of the site. Fire safety issues would be addressed through standard project conditioning including, but not limited to, the requirement for automatic sprinklers, alarm system, roadway access, fire hydrants, and fire extinguishers. Less than significant impacts would result.

Hydrology and Water Quality

- *Would the project violate Regional Water Quality Control Board water quality standards or waste discharge requirements?*

The proposed Specific Plan involves retail commercial and residential uses that would not be expected to result in waste discharges that could violate RWQCB standards. No impacts would result.

- *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

The proposed Specific Plan land uses would not involve any direct withdrawals of groundwater. Rather, the future developers of the Specific Plan components would contract with the City of Buellton for the provision of domestic water service to the proposed land uses. The site would result in an increase in impervious surfaces on the site, which would slightly reduce groundwater recharge. However, due to the relatively small size of the proposed improvements, this impact would not result in a net deficit in aquifer volume or lowering of the local groundwater table. Less than significant impacts would result.

- *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

The site slopes to the southeast. Surface water runoff at this site is generally to the south, concentrating into the curb and gutter system along Highway 246. The site drainage is toward the south at a 1% gradient. Given the proposed layout of the land uses for the Specific Plan, some grading would be required for parking lots, building pads, roadways, and recreation areas. The maximum depth of cut would be approximately 6 feet, with the average depth of approximately 2 feet. Modifications to the existing topography would be required to accommodate street and site drainage toward McMurray Road and Highway 246. Drainage from buildings and parking areas on the portion of the site along the western portions of the site would be directed to McMurray Road by subsurface drains. An existing main storm drain along McMurray Road would be extended from a location 200 feet south of Highway 246 to the northern end of the site. All other site drainage would be directed to the southeast corner of the site via subsurface drains that would connect to an existing main storm drain along Highway 246. Drain water quality would be controlled with inlet devices, including sediment traps and oil/grease separators. No rivers or streams are located on or immediately adjacent to the site. Therefore, the proposed Specific Plan would not directly affect the course of a river or stream. However, runoff from the site would transport erosion and siltation to downstream watercourses, including the Santa Ynez River. The proposed improvements would occur on more than five acres, and therefore would require a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) for the entire site is required to be developed prior to the initiation of grading and implemented for all construction activity on the site. The SWPPP will include specific best management practices (BMPs) to control the discharge of material from the site and into adjacent watercourses and local storm drains. BMP methods may include, but would not be limited to, the use of

temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets and soil stabilizers. With implementation of a SWPPP pursuant to the requirements of the Regional Water Quality Control Board (RWQCB), the proposed Specific Plan would result in less than significant impacts related to erosion and siltation.

- *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control?*

Existing storm drain facilities and all facilities downstream of the site to the Santa Ynez River appear to have adequate capacity to serve proposed Specific Plan drainage (Bill Albrecht, City of Buellton Public Works Director, Personal Communication, October 10, 2002). As a condition of approval, the applicant shall be required to submit hydrology calculations, prepared by a Civil Engineer, to the City Engineer for review and approval. The drainage calculations shall demonstrate that the existing storm drain systems maintained by the City have adequate capacity to accommodate the proposed land uses and improvements. If capacity is not available in the existing systems using the design criteria of the governing agency, then the applicant shall construct new downstream drainage improvements, improve the existing system, or other acceptable alternative, as approved by the City Engineer. Less than significant impacts would result.

- *Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The proposed Specific Plan involves commercial and residential land uses. However, the site is located outside of the 100-year flood zone. Therefore, the proposed Specific Plan would result in no impacts related to the placement of housing within a 100-year floodplain.

- *Would the project place within a 100-year floodplain structures which would impede or redirect flood flows?*

Based on National Flood Insurance Rate (FIRM) maps and the General Plan floodplain map, the site would not be located within a 100-year flood plain associated with the Santa Ynez River or any other water course. No impacts related to flood hazards would result.

Land Use and Planning

- *Would the project physically divide an established community?*

The site is currently vacant. The site is located adjacent to an existing residential community east of the site. The proposed Specific Plan would not remove any existing housing and would provide additional housing. Therefore, the Specific Plan would not physically divide an established community. No impacts would result.

- *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

The site consists of existing vacant land that is designated General Commercial in the City General Plan and Zoning Ordinance. The General Commercial designation (as per Section 19.02.200.B of the Buellton Zoning Ordinance) "provides areas to serve community retail business and commercial needs including stores, shops, and offices on individual lots and in shopping centers, supplying commodities or performing services for the residents of the entire community."

The Specific Plan proposes to change the current General Plan land use and zoning designations of General Commercial (CR) at the site in accordance with the proposed Specific Plan. Following implementation of the proposed zone changes and general plan amendments, the Specific Plan land uses would be consistent with zoning and land use designations for the site.

The consistency of the proposed Specific Plan with the applicable General Plan policies and zoning requirements is described in Appendix B of this EIR.

- *Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?*

The proposed Specific Plan would not conflict with any habitat conservation plan or natural communities conservation plan because none exist in the vicinity of the site.

<u>Mineral Resources</u>

- *Would the project result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?*

The site does not support significant mineral resources, nor have any been classified by the State Geologist. The proposed Specific Plan would not result in impacts to mineral resources.

- *Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

The site does not support significant mineral resources, nor have any been identified in local plans or resource inventories. The proposed Specific Plan would not result in impacts to mineral resources.

<u>Noise</u>

- *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The site is not located within the vicinity of an airport or private airstrip and therefore would not be affected by air traffic noise impacts.

- *For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?*

The site is not located within the vicinity of an airport or private airstrip and therefore would not be affected by air traffic noise impacts.

Population and Housing

- *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Based on current City household sizes (2.83 persons per single-family unit and 2.95 persons per multi-family unit; U.S. Census 2000), the residential components of the Specific Plan, which include 135 multi-family units (including the 75 proposed senior units) and 21 single-family units, would be expected to generate 463 residents. This population increase represents about 12% of the current City population of 3,980 (California Department of Finance, January 1, 2002). However, as described throughout this EIR, with the payment of required traffic, public services, and utilities impact fees, the population induced by the proposed Specific Plan land uses would not overburden existing City resources. Although the Specific Plan would provide an access connection to the adjacent existing residential community east of the site, the Plan would not extend existing infrastructure that could potentially support further population growth. Additionally, the site would be considered an infill development that is surrounded by existing urban uses and public facilities. Project residents are expected to draw on existing retail and commercial services already available in the area rather than inducing new service providers to relocate to the area. Impacts related to inducement of population growth would be less than significant.

- *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The site is currently vacant. The proposed Specific Plan would not remove existing housing units or displace existing residents. No impacts would result.

Public Services

- *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

  a) Fire protection?

The area is presently served by Station 31 of the Santa Barbara County Fire Department. This station is located at 168 West Highway 246, approximately ½ mile west of the site. The station is equipped with two fire engines with a 1,250 gallons per minute (gpm) and 1,000 gpm capacity respectively, a brush truck, and a hazardous waste vehicle. The station employs ten full-time staff (three 24-hour shifts), and ten to twelve volunteer reserve fire fighters. The site is within the Department's 5-minute response time zone, and the proposed development would

addition, the planned community park on the Specific Plan site would be dedicated to the City. Since this park would be a public facility, it would also create the need for additional maintenance. Payment of City maintenance fees in accordance with the adopted City fee program would ensure that the proposed Specific Plan would not burden public facilities. The other internal access roads in the Specific Plan would be private roads that would not increase the need for City maintenance. The proposed residential components of the Specific Plan would slightly increase demand for libraries and other City services, but these effects would be minor. Less than significant impacts would result.

Recreation

- *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The residential units included in the Specific Plan would increase the demand for neighborhood and regional park use. Based on current City household sizes (2.83 persons per single-family unit and 2.95 persons per multi-family unit; U.S. Census 2000), the project, which includes 135 multi-family units (including the 75 proposed senior units) and 21 single-family units, would be expected to generate 463 residents. Based on the City standard of 5 acres of parkland for every 1,000 residents, the project would require the dedication or in lieu fees to provide 2.3 acres of parkland. The Specific Plan includes an active and passive use community park of approximately 1.8 acres and a network of pedestrian paths and landscaping buffers and screening. Fees collected at the time of Final Map recordation or at issuance of building permits would be used for purchase of parkland and/or park improvements within the City. With the provision of the on-site community park and payment of parks fees, less than significant impacts would result.

- *Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

No recreational uses are currently located on or adjacent to the site. The Specific Plan includes an active and passive use community park of approximately 1.8 acres and a network of pedestrian paths and landscaping buffers and screening. Fees collected at the time of Final Map recordation or at issuance of building permits would be used for purchase of parkland and/or park improvements within the City. The provision of the on-site community park and open space features would not result in impacts not otherwise described throughout this EIR. Less than significant impacts would result. Refer to the response to Item XIII.d.

Transportation/Traffic

- *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The site is not located in the vicinity of an airport. The proposed Specific Plan would not result in any impacts to air traffic patterns.

Utilities and Service Systems

- *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

The proposed Specific Plan involves residential and commercial uses that would not be expected to result in waste discharges that could violate RWQCB standards. No impacts would result.

- *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The proposed Specific Plan would provide connections to existing water and sanitary sewer lines located adjacent to the site. The City has two water treatment plants that treat water from the Santa Ynez River Underflow and Buellton Upland Basin, respectively. The treated water is pumped to three storage tanks located in the hills northwest of the City. Two of these wells are located on the property immediately adjacent to the site to the northwest. The water distribution system uses gravity flow and has over 12 miles of pipelines ranging in size from 4 inches to 12 inches in diameter. The proposed Specific Plan would require connections to City water mains, but would not affect City water treatment or distribution facilities. The Specific Plan land uses would use a portion of the remaining capacity of the City's wastewater treatment facility, which would hasten the need to expand the facility or construct a new facility. Additionally, the Specific Plan land uses would use a portion of the remaining City water supply. The City's water capacity totals 4,263 AFY through a combination of City-owned wells, Santa Ynez River underflow and State Water Project entitlements. Water demand from buildout of the City under the uses envisioned in the General Plan is roughly 497 acre-feet (162 million gallons) below the estimated supply from all sources. The overall capacity of the City's existing wastewater treatment facility is 650,000 GPD as compared to only 380,000 GPD of wastewater generated currently. Therefore, the City would maintain excess wastewater treatment capacity and water supplies following Specific Plan buildout. The future developers of the Specific Plan components would be required to pay fair-share facilities fees, which would be used to fund facility improvements. Less than significant impacts would result.

- *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Buildout of the proposed Specific Plan would result in the development of new impervious surfaces on a currently vacant site. An existing main storm drain along McMurray Road would be extended from a location 200 feet south of Highway 246 to the northern end of the site. All other site drainage would be directed to the southeast corner of the site via subsurface drains that would connect to an existing main storm drain along Highway 246. The increase in the amount and rate of runoff from the development would be accommodated in existing and proposed drainage facilities and is not anticipated to result in potential downstream flooding. As a condition of approval, the applicant shall be required to submit hydrology calculations, prepared by a Civil Engineer, to the City Engineer for review and approval. The drainage calculations shall demonstrate that the existing storm drain systems maintained by the City have adequate capacity to accommodate the proposed land uses and improvements. If capacity is not

available in the existing systems using the design criteria of the governing agency, then the applicant shall construct new downstream drainage improvements, improve the existing system, or other acceptable alternative, as approved by the City Engineer. Due to the minimal disturbance from the proposed drainage facilities, including off-site improvements located within existing roadway right-of-way, the proposed Specific Plan would result in less than significant impacts related to the construction of new storm water drainage facilities or expansion of existing facilities.

- *Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The City's domestic water supply is derived from five wells that draw from two groundwater sources: the Santa Ynez River Underflow and the Buellton Upland Groundwater Basin. The Santa Ynez River Underflow extends for 33 miles in a narrow strip along the river from Lake Cachuma to the edge of the Lompoc Plain. The basin is replenished naturally by water filtration through the sand and gravel in the river channel, and the river is not subject to overdraft. The quality of the water from this basin is relatively good, but has high concentrations of manganese and iron, which cause discoloration and an objectionable taste. Therefore, the City treats water from the basin before it is delivered to residences. The City has two water treatment plants. One of the plants treats the water from the Santa Ynez River Underflow and is located on McMurray Road. The other treatment plant treats water obtained from the Buellton Upland Basin well and is located behind Buellton Post Office on Highway 246. The treated water is pumped to three storage tanks located in the hills northwest of the City. These storage tanks have capacities of 100,000 gallons, 200,000 gallons, and 850,000 gallons, with an overall storage capacity of 1.25 million gallons. The City can deliver up to 2,300 acre-feet per year (AFY). The City currently has a right to appropriate 1,385 AFY of water from the underflow of the Santa Ynez River. In addition, the City has an entitlement to 578 AFY of water from the State Water Project. No water rights have been established from the Buellton Upland Groundwater Basin. The water distribution system uses gravity flow and has over 12 miles of pipelines ranging in size from 4 inches to 12 inches in diameter.

The area is currently served by water mains located adjacent to the site. Water for the proposed Specific Plan land uses and improvements would be supplied by the City. The City's water capacity totals 4,263 AFY through a combination of City-owned wells, Santa Ynez River underflow and State Water Project entitlements. Water demand from buildout of the City under the uses envisioned in the General Plan is roughly 497 acre-feet (162 million gallons) below the estimated supply from all sources.

Water demand from the proposed Specific Plan land uses is summarized in Table 1-1. As shown on this table, the Specific Plan land uses would demand 45.60 AFY of potable water for the commercial retail/office and residential uses, and 8.21 AFY of reclaimed water for the site landscaping, which would be a total water demand of 53.91 AFY of water.

The Specific Plan includes several development standards that would reduce impacts related to water supply, as follows:

- Infrastructure improvements on site shall include dual plumbing systems for the use of reclaimed water for landscaping unless the City of Buellton Public Works Department determines that reclaimed water is not available for the development.

- If a water feature is developed on the site, it shall be designed to include available water conservation techniques.

Table 1-1. Specific Plan Water Demand

Land Use Type	Quantity	Water Demand Factor	Water Demand
POTABLE WATER DEMAND			
Commercial Retail/Office	187,000 Ft^2	0.11 AFY/1,000 Ft^2	20.57 AFY
Single-Family Residential	21 Units	0.26 AFY/Unit	5.46 AFY
Multi-Family Residential	32 Units	0.26 AFY/Unit	8.32 AFY
Senior Assisted Living	75 Units	0.15 AFY/Unit	11.25 AFY
Subtotal Potable Water			***45.60 AFY***
RECLAIMED WATER DEMAND			
Retail Landscaping – Turf	0.32 Acres	2.25 AFY/Acre	0.72 AFY
Retail Landscaping – Drought Tolerant	0.97 Acres	0.85 AFY/Acre	0.82 AFY
Residential Landscaping – Turf	0.90 Acres	2.25 AFY/Acre	2.02 AFY
Residential Landscaping – Drought Tolerant	2.70 Acres	0.85 AFY/Acre	2.30 AFY
Community Park Area – Turf	0.49 Acres	2.25 AFY/Acre	1.10 AFY
Community Park Area – Drought Tolerant	1.47 Acres	0.85 AFY/Acre	1.25 AFY
Subtotal Reclaimed Water			***8.21 AFY***
TOTAL WATER DEMAND			**53.91 AFY**

Source: County of Santa Barbara Environmental Thresholds and Guidelines Manual, January 1995.

- A majority of all the landscaping on site including that in the Recreation/Open Space component, shall use drought tolerant plant species.

Since the Specific Plan would change the existing General Plan land use designation for the site to accommodate residential uses, the water demand of the Specific Plan land uses would be greater than projected in long-range City water planning. Nevertheless, the City would retain excess water supply capacity following Specific Plan buildout (Albrecht, 2002). In addition, the future developers of the Specific Plan components would be required to pay fair-share facilities fees, which would be used to fund facility improvements. Therefore, the Specific Plan would result in less than significant impacts related to water supply resources.

❖ *Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Sanitary sewer service would be provided to the proposed Specific Plan by the City of Buellton via an existing sewer main located adjacent to the site. The water demand of the proposed Specific Plan land uses and landscaping is estimated at 53.91 acre-feet per year, or about 48,184 gallons per day (GPD). Discounting for water consumed by landscape irrigation, it is estimated that wastewater generation would be 80% of total water demand, or about 38,547 GPD. The overall capacity of the City's existing wastewater treatment facility is 650,000 GPD as compared

to only 380,000 GPD of wastewater generated currently. As described in the City of Buellton Wastewater Treatment Plant Preliminary Facilities Plan (David L. Sullivan, P.E., May 2002), the wastewater treatment plant currently operates at approximately 58% of the design flow, which translates to a per capita flow of about 95 to 100 gallons per day. Based on hydraulic loading, this data reflects that the treatment plant will reach full capacity by the year 2015. With the addition of Specific Plan wastewater flows, the wastewater treatment facility would be required to treat 418,547 GPD, which would represent approximately 64% of design capacity. Therefore, with implementation of the Specific Plan, the wastewater treatment plant would retain sufficient treatment capacity. The proposed land uses would not result in a substantial increase in the disposal of organic materials in wastewater that could burden the wastewater treatment plant's Biological Oxygen Demand (BOD) treatment ability. The City has indicated that the future developers of the Specific Plan components may obtain water and sewer service by paying the required fees and obtaining the necessary permit for connection in accordance with District rules and regulations. Therefore, the proposed Specific Plan would not result in inadequate wastewater treatment. Less than significant impacts would result.

- *Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and, does the project comply with federal, state, and local statutes and regulations related to solid waste?*

Weekly garbage collection and disposal for the City is currently provided by Health Sanitation Services of Santa Maria. Recyclable materials (including aluminum, cardboard, rigid plastics, household glass, tin, newspaper, used latex paints, motor oil, used batteries, and used oil filters) collection services are also provided by Health Sanitation Services. Commercial and residential waste from the City of Buellton is ultimately disposed at Tajiguas Sanitary Landfill, located in the City of Goleta, approximately 15 miles south of the site. The landfill has a remaining capacity of 2,153,800 tons (as of the most recent California Integrated Waste Management Board estimate on June 27, 2001) and a permitted peak throughput of 1,500 tons per day. Construction activities and proposed use operations would produce solid waste beyond existing conditions. Average residential waste generation in the region is approximately 2.5 pounds per resident per day. Based on current City household sizes (2.83 persons per single-family unit and 2.95 persons per multi-family unit; U.S. Census 2000), the proposed Specific Plan, which includes 135 multi-family units (including the 75 proposed senior units) and 21 single-family units, would be expected to generate 463 residents. Therefore, prior to implementation of any recycling programs, at buildout the residential portion of the proposed Specific Plan would generate approximately 1,156 pounds per day of waste. Average commercial waste generation in the region is approximately 6.3 pounds per employee per day. The proposed 187,000 square feet of commercial floor space is estimated to generate 320 employees (at a rate of 585 square feet per employee, Southern California Association of Governments, "Median and Average Employment Density Factors", 2002). Prior to implementation of any recycling programs, at buildout the 187,000 square foot commercial portion of the Specific Plan would generate approximately 2,014 pounds per day of waste. Therefore, the Specific Plan would produce a total of 3,170 pounds per day, or 578 tons per year, of solid waste. This amount of solid waste generated would represent a small percentage of the allowable daily waste acceptance and remaining capacity at the landfill, and would not require additional systems or services. In addition, the Specific Plan includes a development standard that an on-site recycling or composting program shall be established for all uses. Specific Plan buildout would not result in any change to service in the area or any significant

changes to the disposal operations. The proposed Specific Plan would not create the need for any special solid waste disposal handling and would therefore comply with all statutes and regulations related to solid waste. Less than significant impacts related to solid waste would occur.

1.5 ENVIRONMENTAL IMPACT REVIEW PROCESS

The environmental impact review process, as required under CEQA, is outlined below. The steps are presented in sequential order.

1. **Notice of Preparation (NOP) Distributed.** Immediately after deciding that an EIR is required, the lead agency must file a NOP soliciting input on the EIR scope to "responsible," "trustee," and involved federal agencies; to the State Clearinghouse, if one or more state agencies is a responsible or trustee agency; and to parties previously requesting notice in writing (State CEQA Guidelines Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. A scoping meeting to solicit public input on the issues to be assessed in the EIR is not required, but may be conducted by the lead agency.

2. **Draft Environmental Impact Report (DEIR) Prepared.** The DEIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) alternatives; g) mitigation measures; and h) irreversible changes.

3. **Public Notice and Review.** A lead agency must prepare a Public Notice of Availability of an EIR. The Notice must be placed in the County Clerk's office for 30 days (Public Resources Code Section 21092). The lead agency must send a copy of its Notice to anyone requesting it (State CEQA Guidelines Section 15087). Additionally, public notice of DEIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must consult with and request comments on the DEIR from responsible and trustee agencies, and adjacent cities and counties (Public Resources Code Sections 21104 and 21253). The minimum public review period for a DEIR is 30 days. When a DEIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless a shorter period is approved by the Clearinghouse (Public Resources Code 21091). Distribution of the DEIR may be required through the State Clearinghouse (*CEQA Guidelines* Section 15305).

4. **Notice of Completion.** A lead agency must file a Notice of Completion with the State Clearinghouse as soon as it completes a DEIR.

5. **Final EIR (FEIR).** A FEIR must include: a) the DEIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.

6. **Certification of FEIR.** The lead agency shall certify: a) the FEIR has been completed in compliance with CEQA; b) the FEIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the FEIR prior to approving a project (State CEQA Guidelines Section 15090).

7. **Lead Agency Project Decision.** A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (State CEQA Guidelines Sections 15042 and 15043).

8. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (State CEQA Guidelines Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that set forth the specific social, economic or other reasons supporting the agency's decision.

9. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

10. **Notice of Determination.** An agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared (State CEQA Guidelines Section 15094). A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA challenges (Public Resources Code Section 21167[c]).

1.6 AVAILABILITY OF THE ENVIRONMENTAL IMPACT REPORT

The EIR for the proposed Specific Plan is being distributed to numerous agencies, organizations and interested groups and individuals for comment during the required public review period for the Draft Program EIR. The Draft Program EIR is available for review at the following location:

City of Buellton Planning Department
140 West Highway 246
Buellton, CA 93427
Contact: Ray Severn, Planning Director
(805) 688-7474

2.0 PROJECT DESCRIPTION

Summary. The proposed Plan, known as the Oak Springs Village Specific Plan, involves the redesignation of the current land use from CR (General Commercial) to seven primary land use components on an approximate 24-acre site located within the City of Buellton (Assessor's Parcel Number 137-090-045), bound by McMurray Road to the west and Highway 246 to the south (refer to Figures 2-1 through 2-4: Figure 2-1 shows the regional location of the site; Figure 2-2 shows the site within the site vicinity; Figure 2-3 shows the site within its local context; and Figure 2-4 provides an aerial view of the site and surroundings).

It should be noted that the Specific Plan would not provide approval of a precise project but would be used to guide future development and to evaluate future project proposals. The Specific Plan would provide the City, project applicants and the public a framework for understanding what and how development should occur on the site. The proposed Specific Plan includes a land use plan, development standards, public services plan, phasing plan, and identification of on-site resources and constraints.

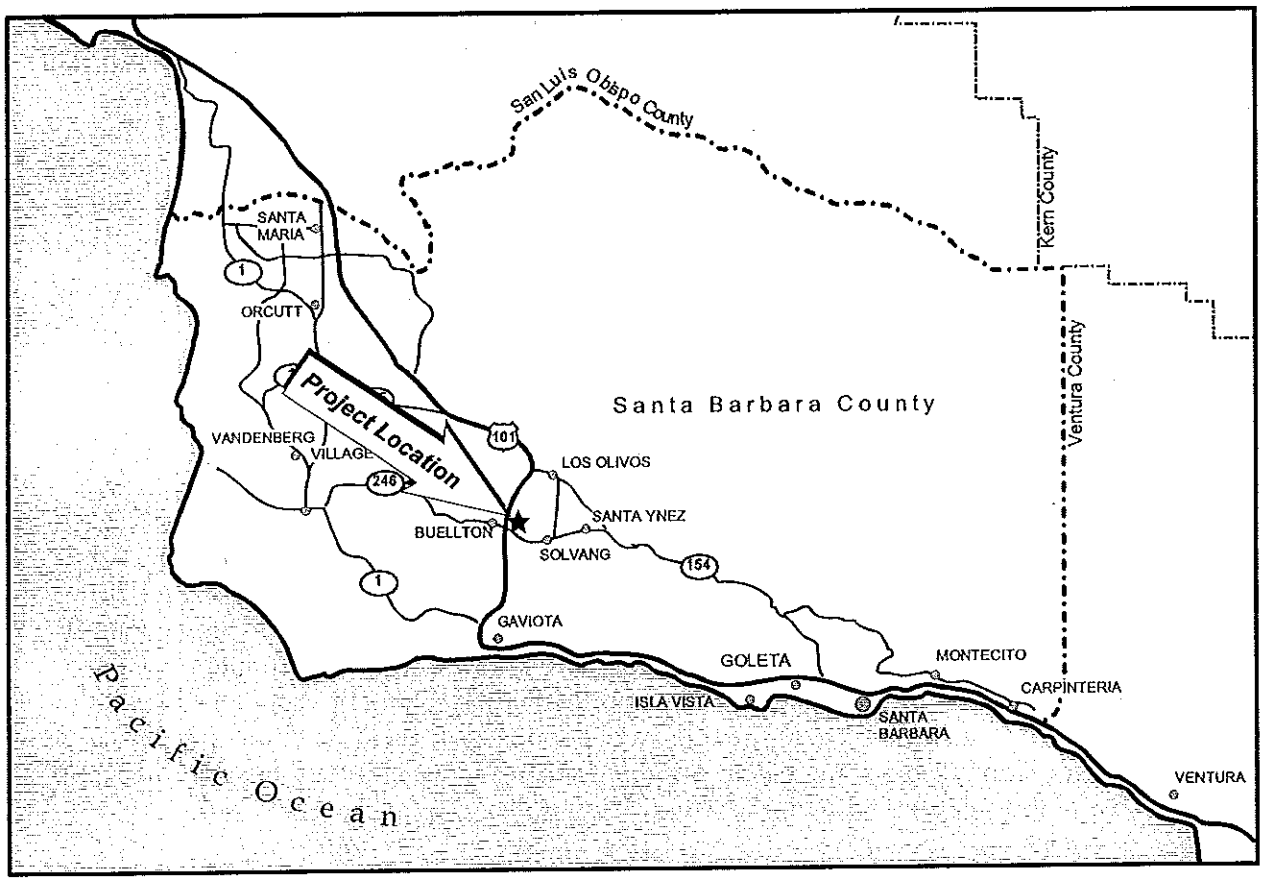
The site is currently undeveloped and is comprised of a single parcel designated for General Commercial use. The proposed Specific Plan would facilitate the development of seven land use components (Commercial/ Large Scale Retail; General Service/Commercial; Single Family Residential/PRD; Multi-family Residential/Townhouses; Multi-family/Affordable Housing; Health Center/Senior Housing/Assisted Living; and Recreation/Open Space). The Specific Plan site is proposed to include 195,000 square feet of commercial/retail uses, an open space area with a water feature/playground, 28 affordable housing units, 21 single-family units, 32 multi-family/townhouses, and 75 senior assisted living units.

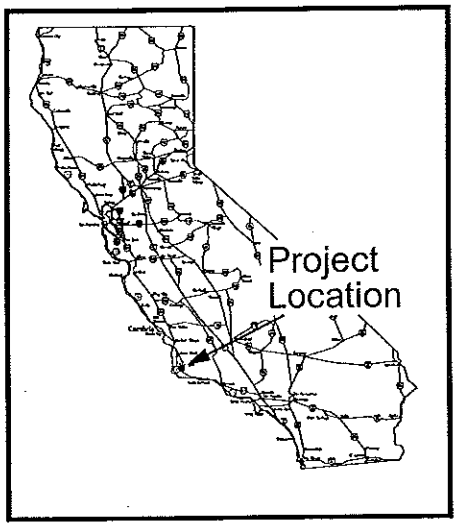
The specific characteristics of the Specific Plan, including the project applicant, planned uses and facilities, and project objectives, are described below.

2.1 PROJECT APPLICANT AND REPRESENTATIVE

The project applicant for the Oak Springs Village Specific Plan is:

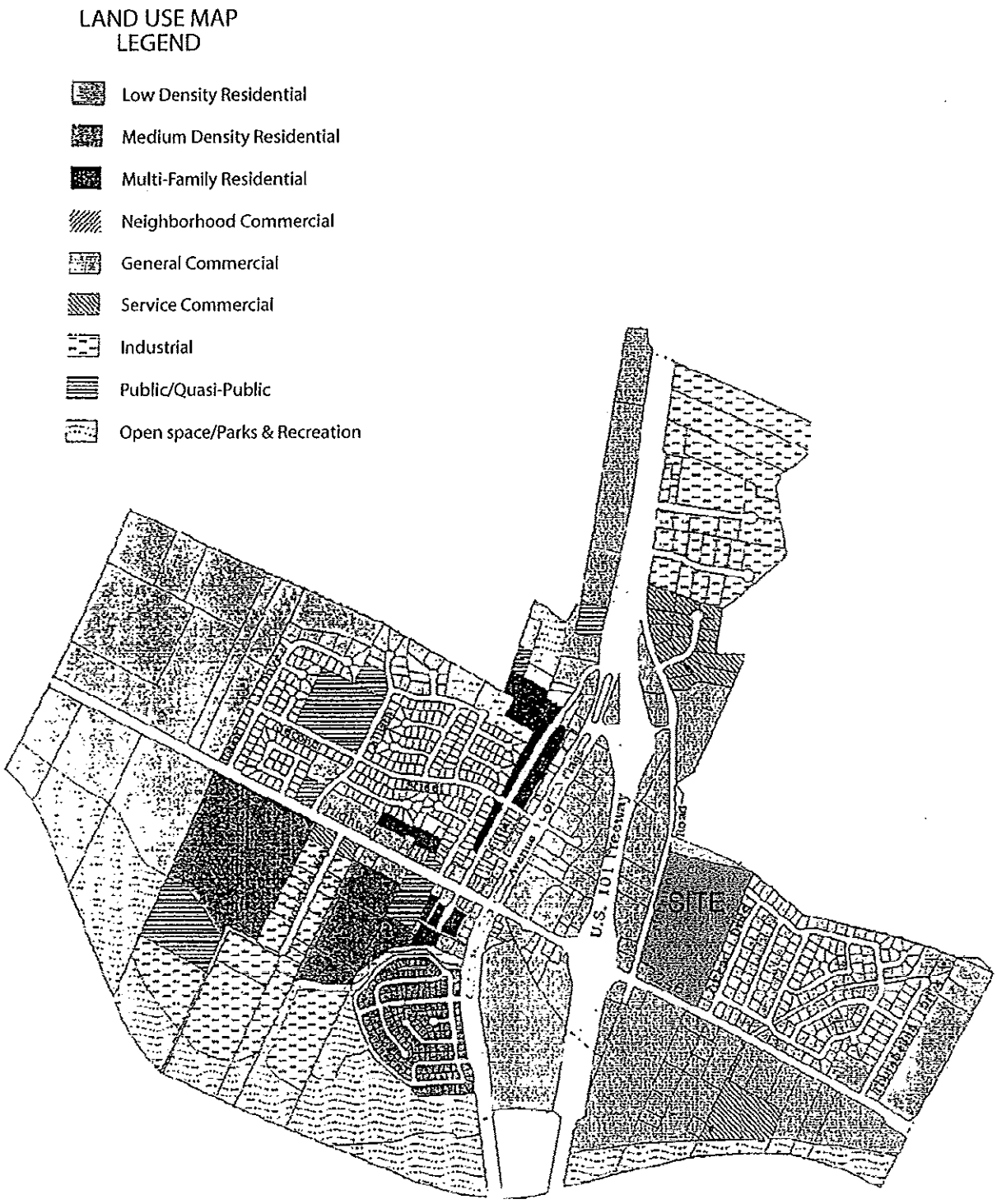
Hochhauser Blatter Architecture and Planning
122 E. Arrellaga Street
Santa Barbara, CA 93101
Contact: Jan Hochhauser





Regional Location

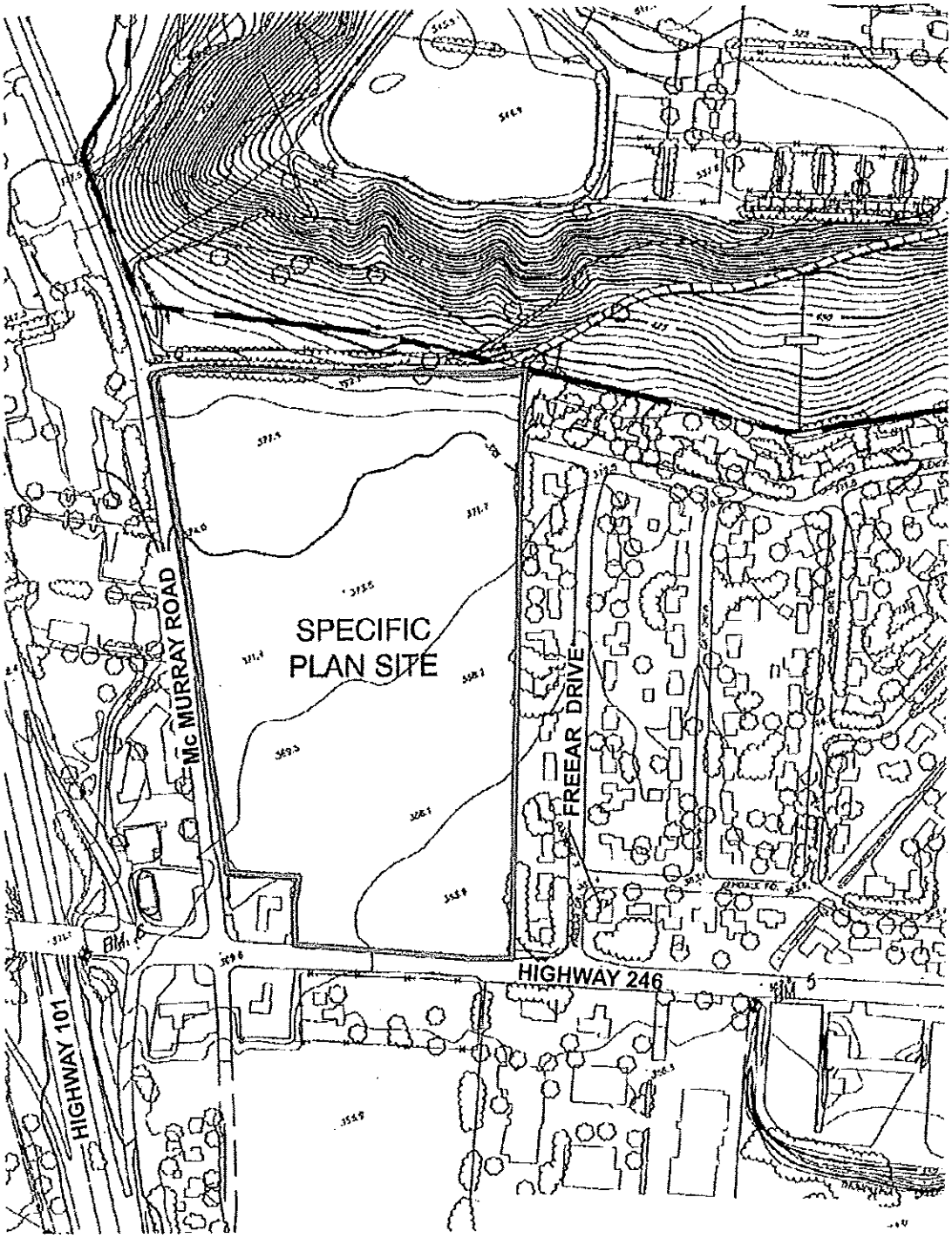
Figure 2-1



Source: Hochhauser Blatter Architecture and Planning, July 2002

Project Vicinity/Current Land Use

Figure 2-2

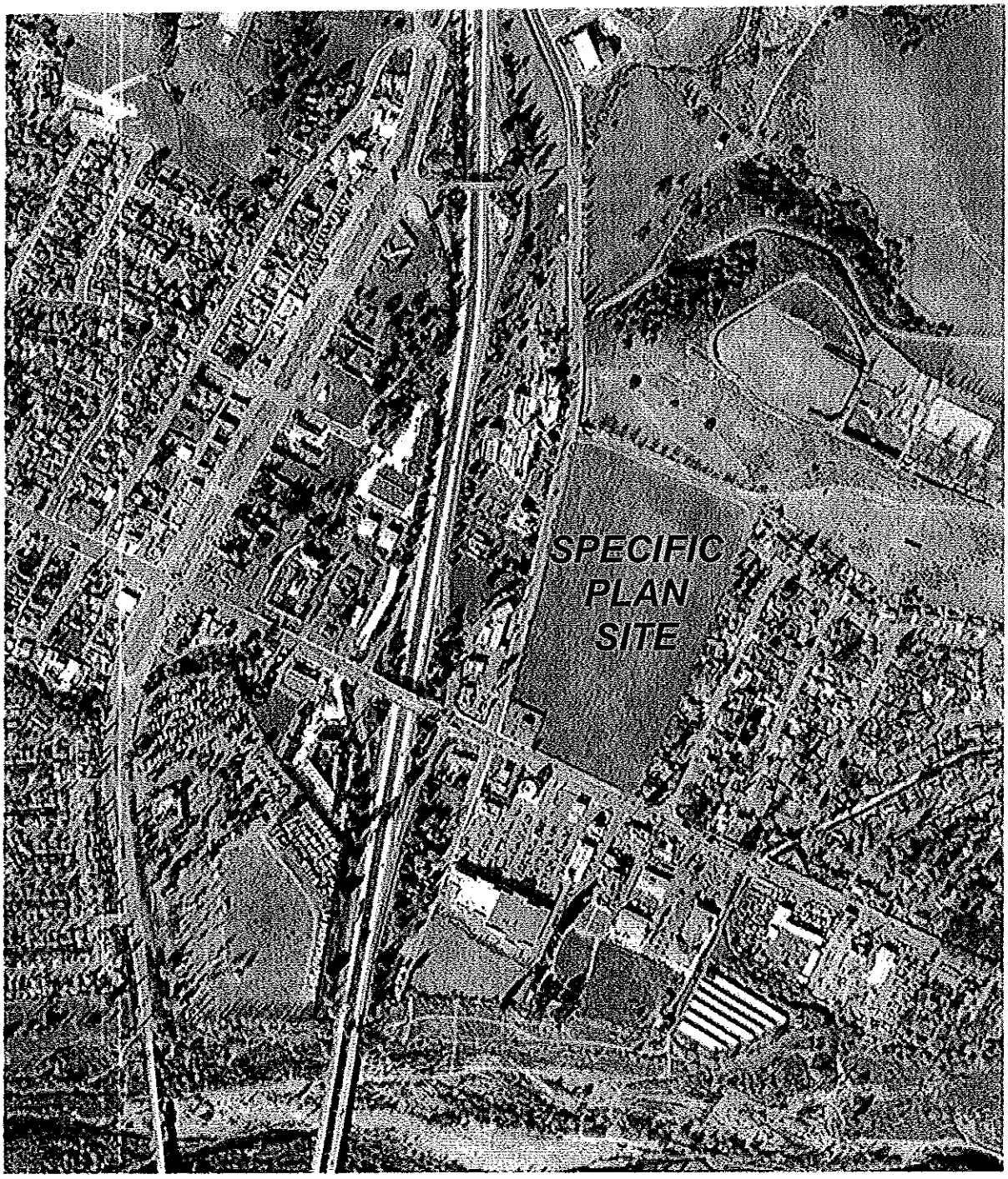


Source: Hochhauser Blatter Architecture and Planning, July 2002

NORTH

Specific Plan Area Map

Figure 2-3



Source: Hochhauser Blatter Architecture and Planning, July 2002

NORTH

Aerial Photograph

Figure 2-4

2.2 PROJECT LOCATION

The approximate 24-acre site is located east of Highway 101 in the northeast quadrant of Highway 246 and McMurray Road in the eastern portion of the City of Buellton (refer to Figure 2-2). The site consists of a single parcel that is currently undeveloped (APN 137-090-045). The site is bound to the north by a hilltop driveway to a ranch (a 2.14 acre site zoned CR), to the west by commercial uses along McMurray Road, to the east by the Thumbelina Subdivision (180 single-family dwellings zoned RS-10, 13 of which are located along the site boundary), and to the south by a gas station, and shopping center along Highway 246. The parcel located immediately at the northeast corner of the McMurray Road and Highway 246 intersection is not a part of the site. This parcel is a 24,416 square foot commercial site currently occupied by a gas station.

2.3 EXISTING SITE CHARACTERISTICS

The rectangular site is currently undeveloped with no existing structures. At present, there is no vegetation found on the site property. The topography is fairly flat with a gentle slope from the northwest corner down to the southeast. The existing elevation on the proposed site ranges from a maximum of 392 feet at the north end of the property, with a majority of the northern portion being approximately 377 feet. The site then drops to 363.9 feet at the southern portion of the site flanking Highway 246. These elevations indicate a vertical drop of 13.5 feet in approximately 1500

Table 2-1. Existing Site Information

Site Characteristic	Description
Existing General Plan Designation	General Commercial
Existing Zoning Designation	General Commercial (CR)
Site Size	23.86 acres
Existing Land Use and Development	Undeveloped/ vacant land
Assessor Parcel Number	APN 137-090-045
Surrounding Land Uses/Designations	*North:* Zoned CR, 2.14 acre site (Currently vacant) *South:* Zoned CR, 10 acre site (Highway 246 shopping center) *East:* Zoned RS-10, 180 single family dwellings (Thumbelina Subdivision) *West:* Zoned CR, 6 parcels located on McMurray Road
Access	The site is located adjacent to Highway 246 and McMurray Road. However, no driveway access is currently provided to the site
Public Services	*Water Supply:* City of Buellton *Sewage:* City of Buellton *Fire:* Santa Barbara County Fire Department *Police*: City of Buellton Police Department *Schools:* Buellton Unified School District, Santa Ynez Valley Union High School District *Electric:* PG&E *Gas:* Southern California Gas Company (SCGC) *Telephone:* Verizon

horizontal feet, a slope of 0.9%. The primary soil classification on the proposed site consists of gravely fine loam (0 – 2% slopes) and gravely fine sandy loam soils. Table 2-1 summarizes the existing land use and regulatory characteristics of the site.

2.4 PROJECT CHARACTERISTICS

2.4.1 Summary

The Oak Springs Village Specific Plan includes a request for the review and approval of a Specific Plan to allow for mixed use development comprising 10.0 acres of commercial/large scale retail uses, 3.2 acres of general service/commercial uses, 28 affordable multi-family housing units on 1.0 acre, 32 multi-family/townhouses on 2.3 acres, 21 single-family residential units on 2.1 acres, 60 to 75 senior assisted living units with a health center on 2.1 acres, and recreation/open space areas including a water feature/playground on 1.6 acres.

In conformance with the requirements of State Government Code Section 65451, the Oak Springs Village Specific Plan is a document which:

- *Establishes the type and general location of land uses for the property including open spaces;*
- *Describes the means of providing necessary public services to support the future uses;*
- *Identifies on-site resources and constraints;*
- *Establishes standards to guide future development on the site; and*
- *Provides a phasing plan for implementation of the Specific Plan;*

The land use plan for the Specific Plan identifies the proposed building areas for each land use component. Figure 2-5 shows the locations of the uses anticipated in the proposed Specific Plan. Figure 2-6 shows detailed components of the land use plan. The land use plan for the Specific Plan is comprised of seven primary land use components, as shown in Table 2-2.

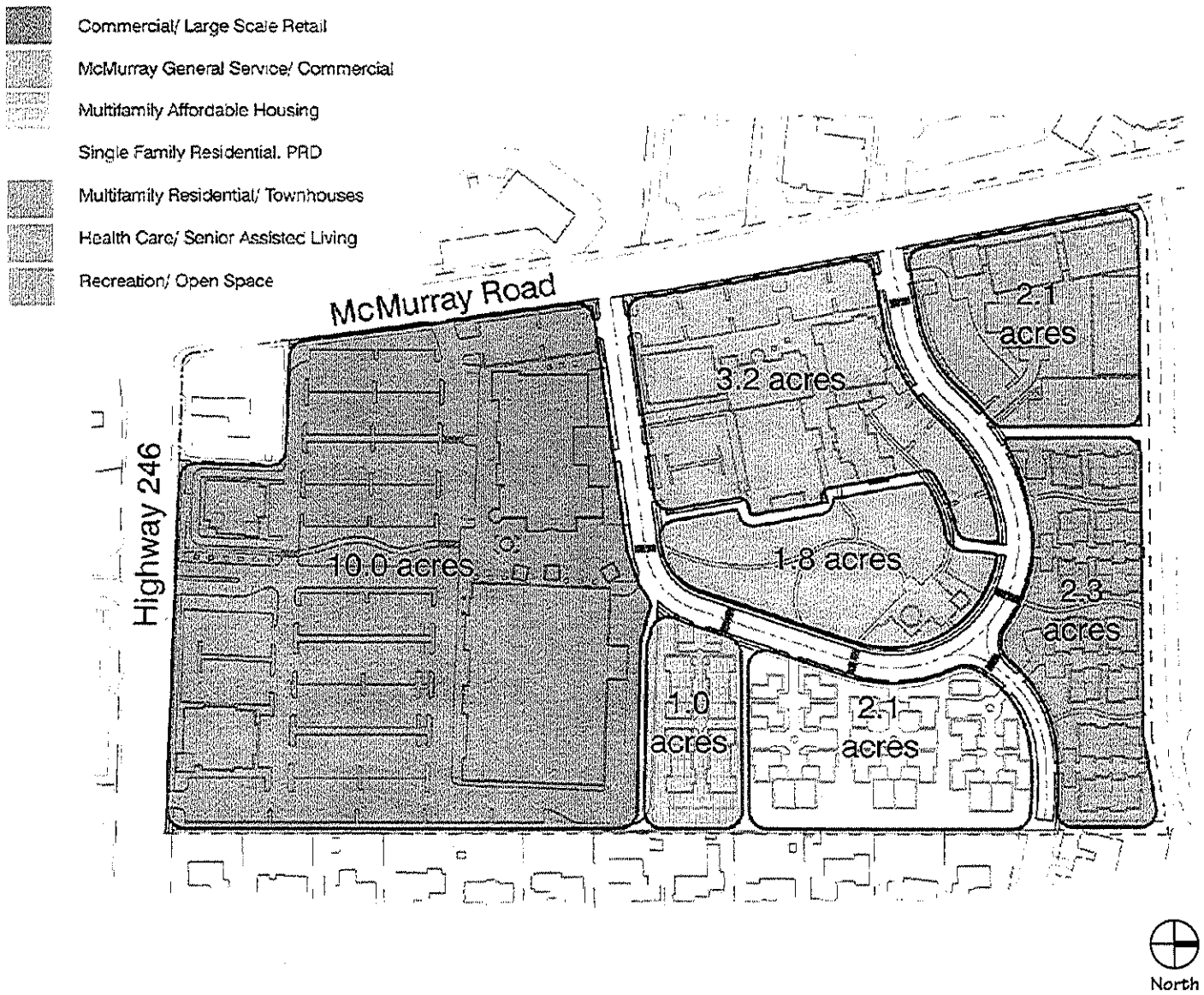
Table 2-2. Proposed Specific Plan Land Use Characteristics

Land Use Type	Acres	Dwelling Units	Square Footage
Commercial/Large Scale Retail	10.0	N/A	107,000
McMurray General Service/ Commercial	3.2	N/A	88,000
Single Family Residential/PRD	2.1	21	N/A
Multi-family Residential/ Townhouses	2.3	32	N/A
Multi-family/ Affordable Housing	1.0	28	N/A
Health Center/ Senior Housing/ Assisted Living	2.1	75	N/A
Recreation/ Open Space	1.8	N/A	N/A
Other Site Improvements	1.36	N/A	N/A
Total	*23. 86*	*156*	*195,000*

Each of the proposed Specific Plan components is described in greater detail below.

2.4.2 Specific Plan Phasing

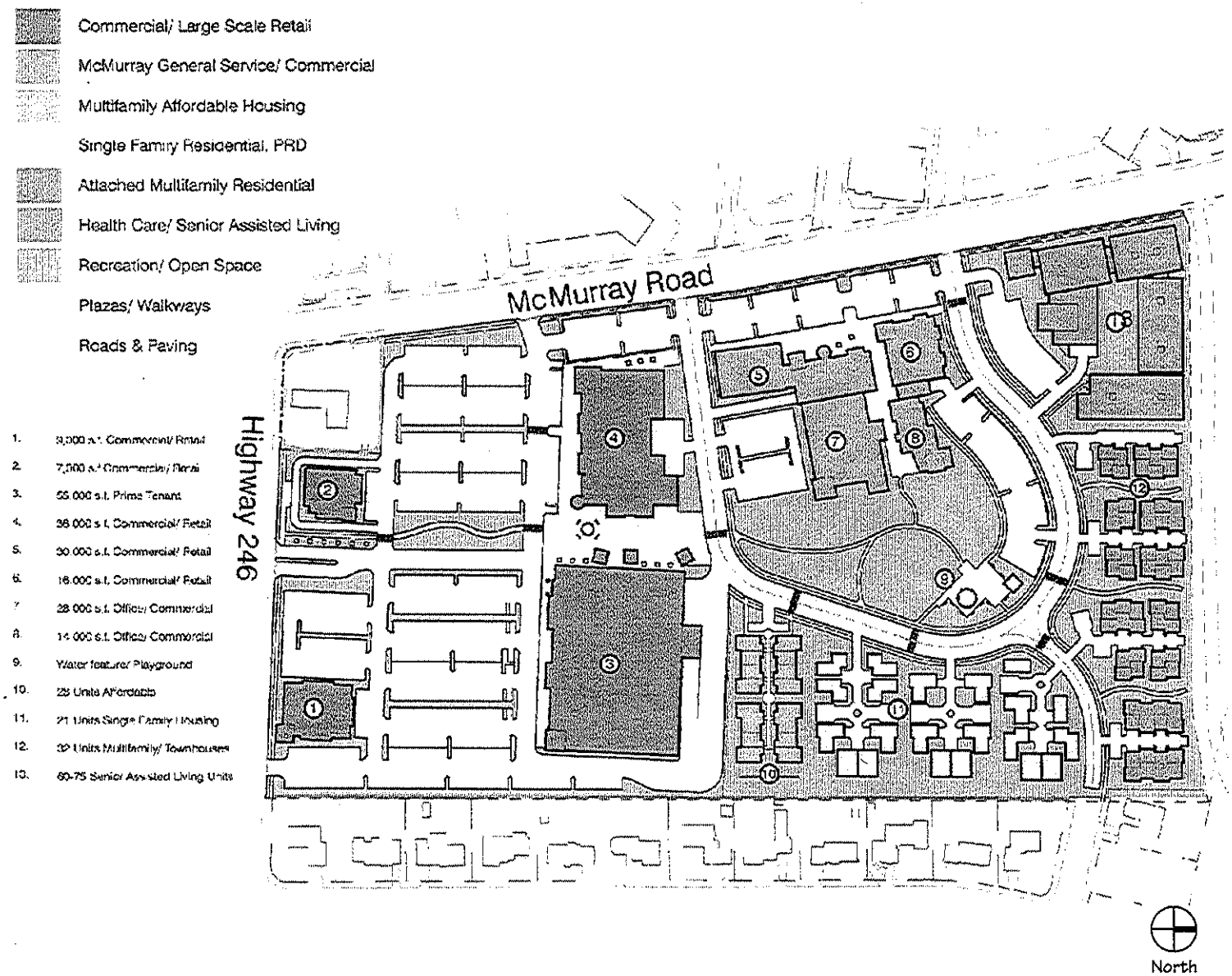
The Specific Plan proposes that the subject site be developed in phases. The phases are graphically illustrated in Figure 2-7. The proposed phases and their requirements would be as follows:



Source: Hochhauser Blatter Architecture and Planning, July 2002

Proposed Land Use Location Map

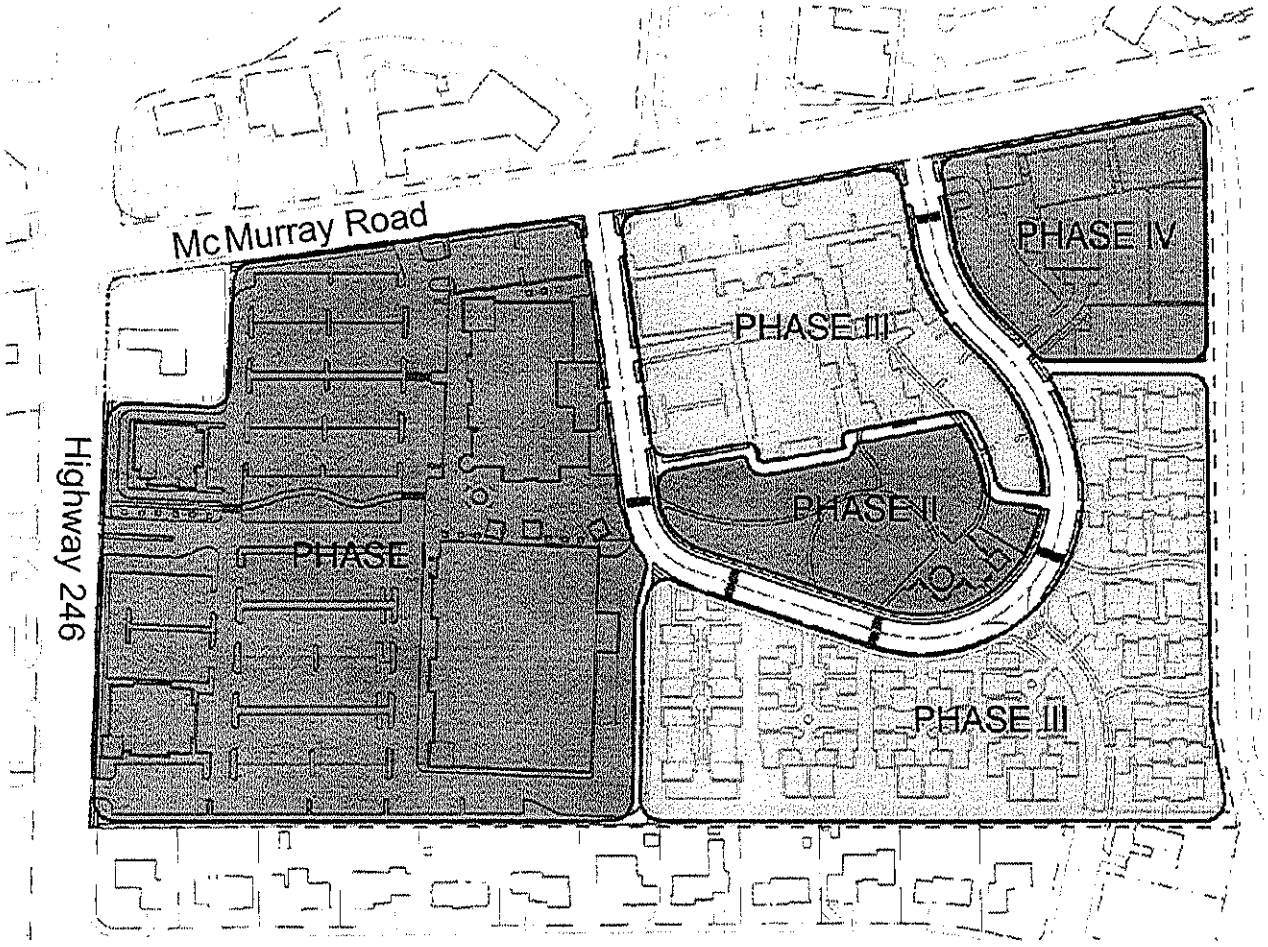
Figure 2-5



Source: Hochhauser Blatter Architecture and Planning, July 2002

Proposed Land Use Plan

Figure 2-6



Phasing Plan

Source: Hochhauser Blatter Architecture and Planning, July 2002

Figure 2-7

Phase I - Commercial/ Large Scale Retail

Phase II - Recreation/ Open Space: This phase must be completed prior to the granting of any Certificate of Occupancy for structures developed in Phase III.

Phase III - Commercial/ Small Scale Retail, Office/ Research and Development/ Commercial, Multifamily Affordable Housing, Multifamily/ Townhouses, and Single Family Residential/ PRD: Construction permits for this phase could only be granted when all site improvements in Phase I are complete.

Phase IV - Health Center/ Senior Assisted Living: This phase could be developed at any time within this phasing plan, independent of the other phases.

Prior to issuance of construction permits for any approved development plans with in the Specific Plan site area, the planning commission must approve a comprehensive "master grading and utility plan". All public utilities and infrastructure that are necessary to serve any phase or component of the Specific Plan must be bonded prior to the granting of construction permits for the subject phase/ component.

2.4.3 Project Components

The proposed Specific Plan includes *future development components,* such as commercial uses, single- and multi-family residences, and *infrastructure/access components,* such as new roads, water, wastewater, and drainage infrastructure. Each of these components is described in the paragraphs below.

a. Development Components. This section describes the planned physical development of structures on the site (refer to Figure 2-6).

<u>Commercial/ Large Scale Retail.</u> This Specific Plan land use component would be to provide a commercial center that with a variety of commercial establishments. This land use component would also incorporate an "anchor tenant". The Commercial/ Large Scale Retail component of the Specific Plan would comprise 107,000 square feet of building area on approximately 10.0 acres of the 23.86 acre site. The Commercial/ Large Scale Retail component would be comprised of two distinct sub areas: major retail and restaurant/ entertainment commercial. The major retail component would include space for large retail establishments providing goods and services. The restaurant/ entertainment component would include space for medium scale retail services such as family style restaurants or video rental shops. Land use types in this land use component would be consistent with the allowable land uses of the General Commercial (CR) designation in the Buellton Municipal Zoning Code.

<u>McMurray General Service/ Commercial.</u> This Specific Plan land use component would provide space for a wide variety of retail, office, institutional, medical, and mixed-use spaces. Land use types in this land use component would be consistent with the allowable land uses of the General Commercial (CR) and Service Commercial (CS) designations in the Buellton Municipal Zoning Code.

The Specific Plan would provide up to 80,000 square feet of building area on approximately 3.21 acres for the McMurray General Service/ Commercial component. This area would be located along McMurray road, setback from the street by smaller parking areas and landscaping. The McMurray General Service/ Commercial component would be located adjacent to the Commercial/ Large Scale Retail component to provide access for visitors to walk back and forth between the different retail types. In addition the McMurray General Service/ Commercial component would provide small office spaces in this area.

Single-Family Residential/ PRD. The Single Family Residential/ PRD land use component of this Specific Plan provides an area for approximately 21 Planned Residential Development (PRD) housing units. The Single Family Residential / PRD component occupies 2.1 acres of the overall Specific Plan site. This designation provides a density of approximately 10 units per acre. This density is consistent with the multi-family residential designation in the land use element of the General Plan.

The 21 PRD residential units would each contain approximately 1,800 square feet of floor area. The Single Family Residential/ PRD would be developed in accordance with Planned Residential Development standards as described in the City of Buellton Zoning Ordinance. Therefore minimum lot area, residential density, setbacks, parking, streets, open space, and maintenance would have the design standard requirements stipulated in the zoning. These residential units would be situated on private access streets with private parking and landscape areas.

The Single Family Residential/ PRD component would be located at the easterly portion of the site adjacent to an existing residential neighborhood. Walkways would be constructed to connect the Single Family Residential/ PRD component with the Commercial land use components within the site for access to daily retail needs and services.

Multi-Family Housing/ Townhouses. The Multi-Family Housing/ Townhouses land use component offers additional "entry level" housing options. The basic unit size would be smaller than those in the Single Family Residential/ PRD land use component at approximately 1,600 square feet of floor area.

The Multi-Family Housing/ Townhouses land use component would occupy 2.3 acres at the northern portion of the Specific Plan site. This component would be comprised of 32 units accessed on one side from a common alley or drive to private two car garages. The upper story would access a yard and/or common green space. This side of the units would provide a front porch facing a communal walkway. The walkways would provide direct links to the park and open space as well as the proposed commercial center.

Multi-Family/ Affordable Housing. The Multi-Family Residential/ Affordable Housing land use component of this Specific Plan provides an area for higher density multi-family residential units. The Specific Plan indicates 28 units in a 1.0 acre area. These units would be designated to remain affordable to lower income households for at least 30 years.

The Multi-Family Residential/ Affordable Housing component would occupy 1.0 acre of the Specific Plan site. The residential units are approximately 1,000 square feet of floor area each. These high-density housing units, located between the Commercial/ Large Scale Retail component and the Single Family Residential/ PRD component, would create a transition

between uses. The Multi-family Residential/ Affordable Housing would be situated to provide pedestrian access to other proposed Specific Plan land uses. The Land Use and zoning designation for the Multifamily Residential/ Affordable would be PRD.

Health Center/ Senior Assisted Living. The Health Center/ Senior Assisted Living component of the Specific Plan would occupy 2.1 acres at the north end of the site. This land use component would include a 75 bed assisted living facility. Assisted living housing is designed and programmed for older residents who need a safe environment and assistance with one or more activities of daily living. The facility would include other amenities such as fitness centers, community senior activities and other day uses appropriate for an elderly population. The Land Use zoning designation for the Health Center/ Senior Assisted Living component would be PRD.

Recreation/ Open Space. The Recreation/ Open Space component of the Specific Plan would provide an active and passive use community park of approximately 1.8 acres and a network of pedestrian paths and landscaping buffers and screening. The Recreation/ Open Space component would be located at the center of the site. The open space would serve as a buffer between proposed commercial and residential land use components. This component would serve the general public as well as site residents. The Specific Plan identifies a recreational water feature at the northeast portion of the Recreation/ Open Space land use area. Picnic tables, benches and meandering pedestrian paths would also be included in this open space.

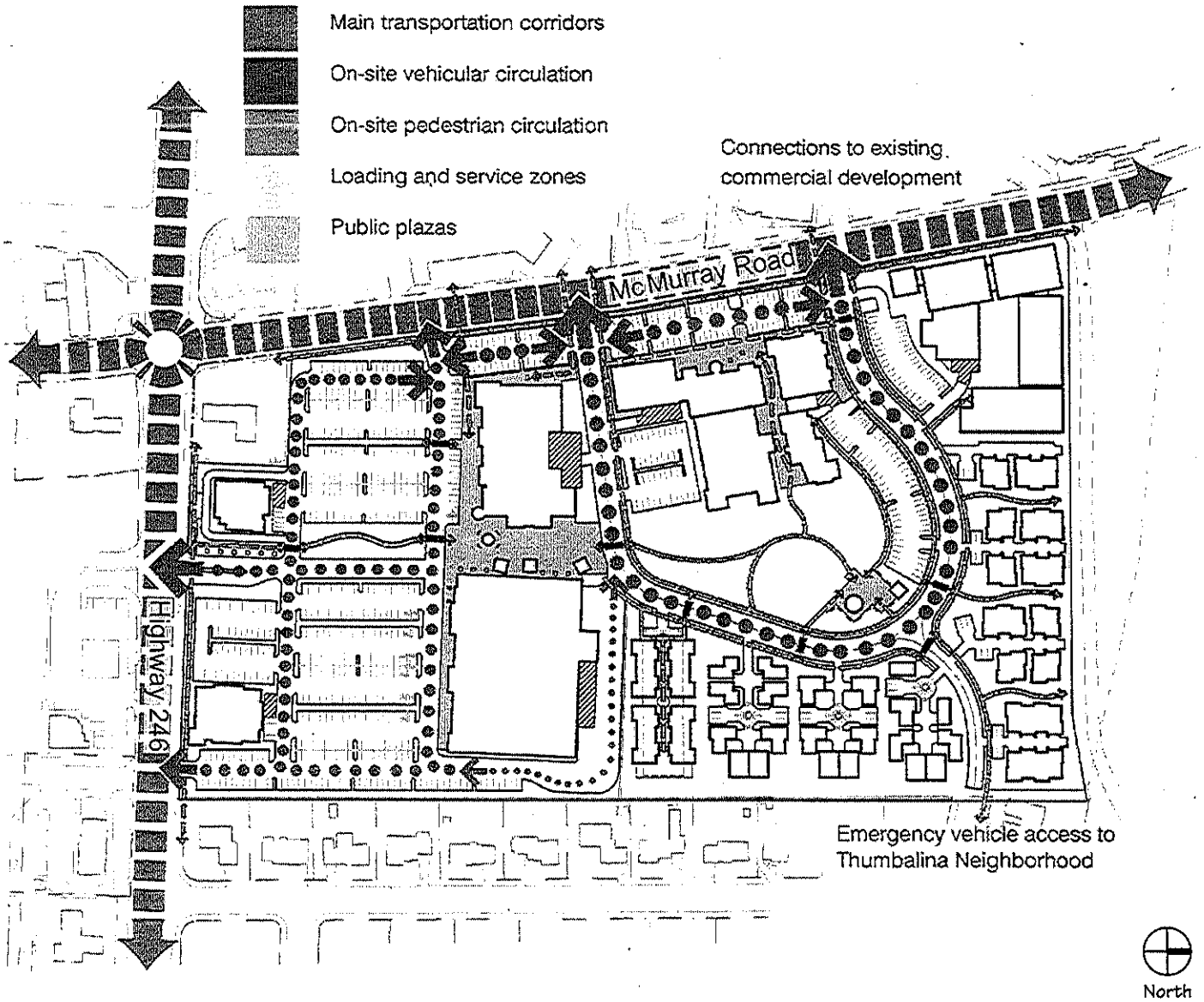
b. Infrastructure/Access/Easement Components. This section describes infrastructure (including roadways and grading) proposed on the site.

1. Roadway Access and Parking.

Access. The Specific Plan site would be accessed by four driveways on McMurray Road, two driveways along Highway 246, and an emergency access easement through the proposed residential area (refer to Figure 2-8). The McMurray Road and Highway 246 driveways would serve the proposed commercial and retail components of the Specific Plan. The proposed residential components of the Specific Plan would be accessed primarily from the proposed public loop road that would connect to McMurray Road at two points. This road would continue into the site around the public park and provide access to all of the residential components of the Specific Plan site. This proposed road would be designed as a two way street with parking on each side. Frontage and driveway improvements along McMurray Road and Highway 246 are included in the Specific Plan.

On-site circulation routes would be striped and signed according to the Manual on Uniform Traffic Control Devices. All pedestrian connections would be articulated with paving and elevation variations. Public transit facilities would be integrated to the overall site design.

There would be three main points of vehicular access into the Commercial/ Large Scale Retail component (of the six total access points). Landscape buffers would be installed along all street frontages. Pedestrian walkways and plazas would connect the various sub-areas of this component and the other components of the Specific Plan.



Circulation/Access Plan

Source: Hochhauser Blatter Architecture and Planning, July 2002

Figure 2-8

The McMurray General Service/ Commercial component would be accessed from McMurray Road by two entrances, one at each end of the parking area that runs parallel to McMurray road and from four locations along the new public loop road.

Vehicular access to the Multi-family Housing/ Townhouses land use component would be provided off of the public loop road and the optional extension road to Glenora Road at the northeast corner of the site. Vehicular access to the individual units would be consolidated at each residential cluster with a single alley. Pedestrian circulation would be concentrated in the open areas between the housing clusters.

The Multi-family Residential/ Affordable Housing units would be accessed by pedestrian walkways. The front entrances would face a common landscape and hardscape area. The east end of the Multi-family Residential/ Affordable Housing includes an enclosed garden area for the residents use. Vehicular access to the Multi-family Residential/ Affordable Housing component would be provided from two access points to the north. One of these routes would specifically be designated for the residential land use components, while the other access would use the entry drive with the least amount of anticipated commercial traffic.

The Health Center/ Senior Housing component of the Specific Plan would be located so that it is separate from the traffic and parking needs of the other land use components. The facility would also provide easy pedestrian connections to other on-site services. There would be pedestrian paths throughout the Health Center/ Senior Housing component of the Site as well as many pedestrian connections to the proposed shopping and plazas and park area of the site. A delivery and loading zone would be located to the rear of the facilities. A drop-off area at the main entrance would provide easy access for vehicles.

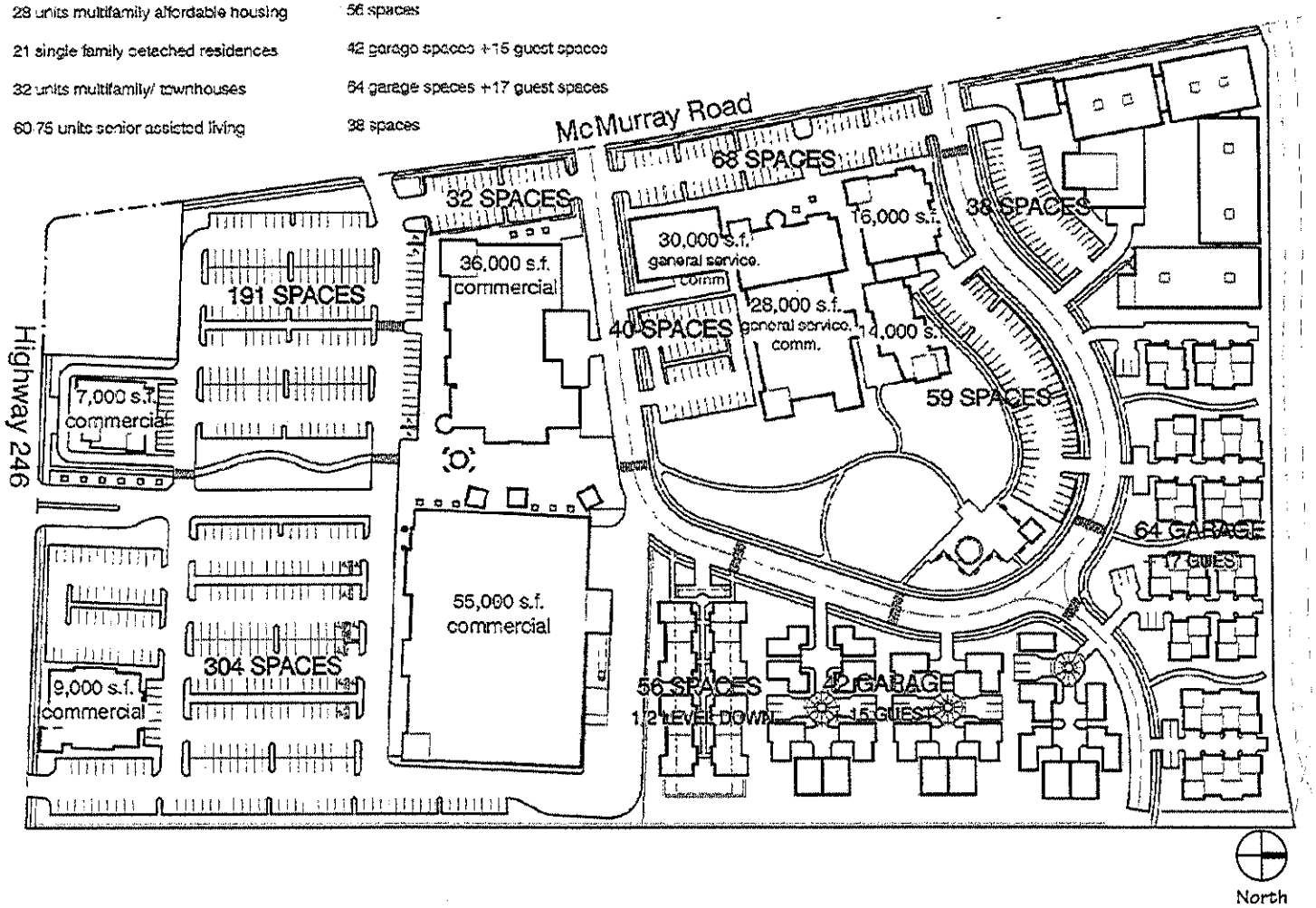
The Specific Plan includes the implementation of an emergency access road between McMurray Road and Glenora Way. This emergency access road would be owned and maintained by the City of Buellton. This connector road would be gated at the current terminus of Glennora Way.

Parking. Overall the site design provides 926 parking spaces (refer to Table 2-3 and Figure 2-9). The Specific Plan's Commercial/ Large Scale Retail component includes a parking area for up to 511 vehicles as well as required loading areas. The Specific Plan also includes a parking area for up to 183 vehicles that serve the McMurray General Service/ Commercial component.

Table 2-3. Proposed Specific Plan Site Parking

Proposed Land Use Type	Proposed Parking Spaces
Commercial/Large Scale Retail	511
McMurray General Service/Commercial	183
Single Family Residential/PRD	42 (plus 15 guest spaces)
Multi-family Residential/Townhouses	64 (plus 17 guest spaces)
Multi-family Residential/Affordable Housing	56
Health Center/Senior Housing/Assisted Living	38
Recreation/Open Space	0
TOTAL	926

BUILDING AREA BY USE	PARKING PROVIDED
107,000 s.f. retail/ commerical	511 spaces
88,000 s.f.f general service/ commercial	183 spaces
28 units multifamily affordable housing	56 spaces
21 single family detached residences	42 garage spaces +15 guest spaces
32 units multifamily/ townhouses	64 garage spaces +17 guest spaces
60-75 units senior assisted living	38 spaces



Parking Plan

Source: Hochhauser Blatter Architecture and Planning, July 2002

Figure 2-9

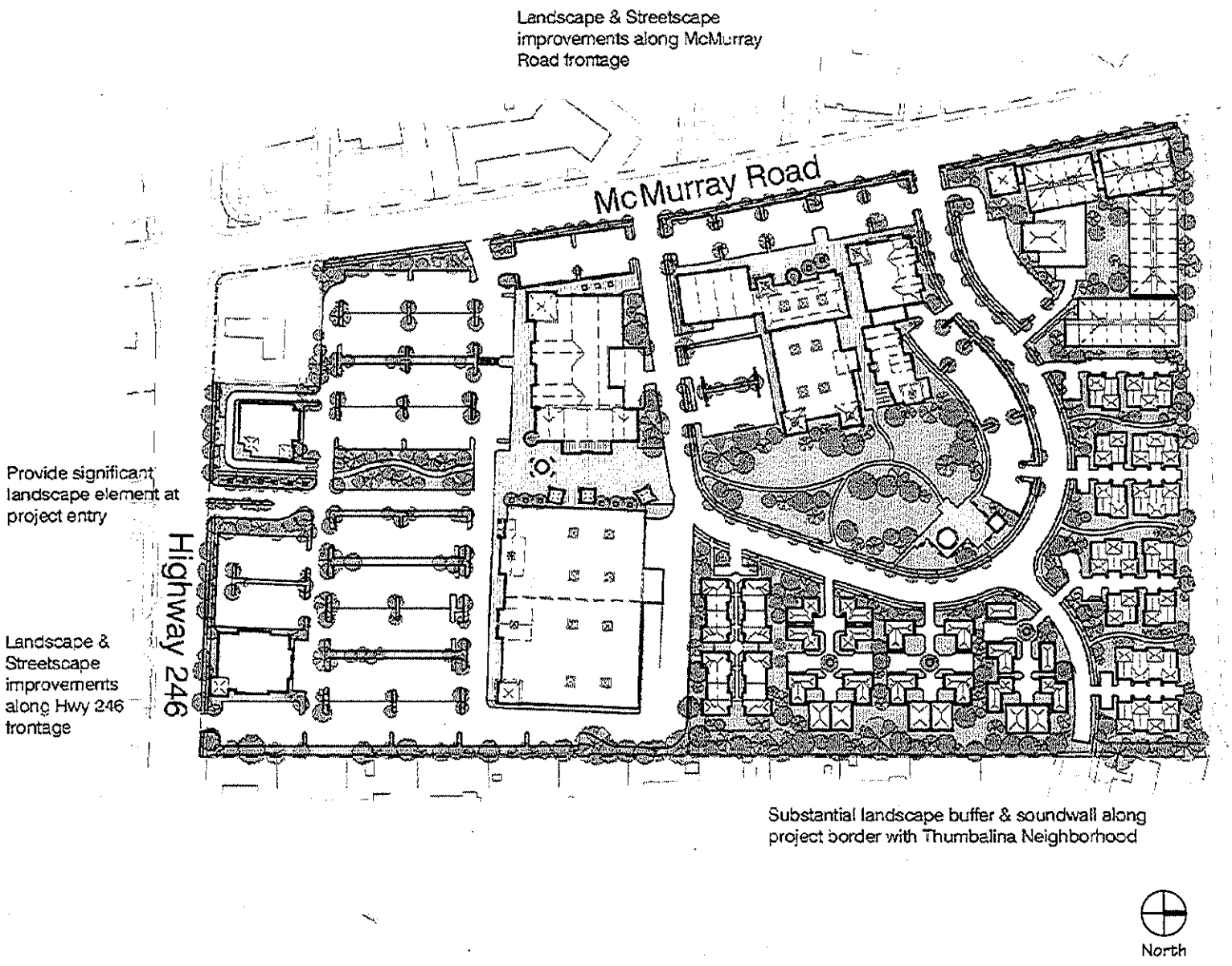
A two-car garage would be provided for each housing unit in the Single Family Residential and the Multi-family/ Townhouses land use components. This would equate to 64 spaces for the multi-family housing component and 42 spaces for the single-family residential component, plus 37 guest spots throughout these areas. The Multi-family/ Affordable housing component would also include two parking spaces per unit in a covered or half below grade garage under the building structure. The Specific Plan includes 38 parking spaces for the Health Center/ Senior Assisted Living component.

2. Water Infrastructure. The City of Buellton Public Works Department is the sole provider of water service within the city limits. All of the City's water is obtained from five wells that draw from the Santa Ynez River Underflow and the Buellton Upland Groundwater Basin. Existing water and reclaimed water lines are located within the rights of way for Mc Murray Road and Highway 246. Infrastructure improvements on site would include dual plumbing systems for the use of reclaimed water for landscaping. If a water feature were developed on the site, it would be designed to include available water conservation techniques. A majority of all the landscaping on-site, including that in the Recreation/ Open Space component, is proposed to use drought tolerant plant species.

3. Wastewater Infrastructure. Wastewater treatment for development within the Specific Plan site would be provided by the City of Buellton. Major improvements were made to both of the City's wastewater treatment facilities in the early 1990s. The overall capacity of the existing treatment system is 650,000 gallons of wastewater per day.

4. Drainage Infrastructure. The Specific Plan site is generally flat with a gentle slope from the southeast up to the northwest corner. The site drainage is toward the south at a 1% gradient. Given the proposed layout of the land uses for the Specific Plan, grading would be required for parking lots, building pads, roadways, and recreation areas. The maximum depth of cut would be approximately 6 feet, with the average depth of approximately 2 feet. Modifications to the existing topography would be required to accommodate street and site drainage toward McMurray Road and Highway 246. Drainage from buildings and parking areas on the portion of the site along the western portions of the site would be directed to McMurray Road by subsurface drains. An existing main storm drain along McMurray Road would be extended from a location 200 feet south of Highway 246 to the northern end of the site. All other site drainage would be directed to the southeast corner of the site via subsurface drains that would connect to an existing main storm drain along Highway 246. Drain water quality would be controlled with inlet devices, including sediment traps and oil/grease separators.

5. Community Park and Open Space. The applicant proposes a 1.8-acre community park with a network of pedestrian paths and landscaping buffers and screening (refer to Figure 2-10). The land use designation for the Recreation/ Open Space component is proposed to be Open Space/ Parks & Recreation and the zoning designation is proposed to be Open Space (OS) for 75% of the park area and Recreation (REC) for 25% of the park area to allow for the water feature, public restrooms, and active use of the park area. This component of the Specific Plan would be considered public. After implementation and development, ownership would be transferred to the City of Buellton. The water feature and restroom facility would be designed to standards consistent with municipal utilization and conform to State of California Title 24 accessibility requirements. Specific Plan site paths and walkways would connect the Recreation/ Open Space component to the other land use components on the site to encourage pedestrian access.



Source: Hochhauser Blatter Architecture and Planning, July 2002

Public Open Space and Landscape Plan

Figure 2-10

6. Grading. Specific Plan earthwork quantities would include grading for roads, residential lots, the community park, retention basin, and fill areas. Preliminary estimates of earthwork provided by the applicant's representatives indicate that Specific Plan implementation would require 30,396 cubic yards of raw cut, and 8,374 cubic yards of compacted fill, with a loss of 22,022 cubic yards for overexcavation compaction. Therefore, Specific Plan implementation would result in no net import or export of material.

2.5 PROJECT OBJECTIVES

The applicant's overall goal for the Specific Plan is to enhance the orderly development of the community and meet some of the identified community needs by intelligently planning for a mix of land uses. The applicant's project objectives are as follows:

1. To plan for land uses that will enhance the City of Buellton by accommodating the needs of the community, expanding the tax base, and providing jobs and housing.
2. To provide a mix of uses that will not only relate to each other but also to adjacent land uses and depend on each other in a harmonious and synergistic manner.
3. To create a site plan that provides a logical layout and integration of the various uses in order to avoid land use conflicts, to facilitate ease of interaction between uses, and to accommodate the competing needs of the pedestrian and vehicular traffic.
4. To establish uniform standards for development on the site to ensure that future development occurs in a manner that is representative of good planning and is cohesive with the site.
5. To propose measures which minimize any negative impacts that may result from development of the site.
6. To enhance and support the City's long-range transportation goals.
7. To provide a mixture of housing types that support the urgent need for more affordable housing options for the diversifying population of the City of Buellton.
8. To cultivate quality architecture and landscape design that enhances the rural community environment.

2.6 REQUIRED APPROVALS

Implementation of the proposed Specific Plan would require the following discretionary approvals from the City of Buellton:

- *Specific Plan*
- *General Plan Amendment and Zone Change to designate the project area as Specific Plan*
- *Tentative Tract Map (to create lots)*

Individual projects proposed on the Specific Plan site may require additional approvals from public agencies, such as a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB).

2.7 PROJECT ALTERNATIVES

As required by Section 15126(d) of the *State CEQA Guidelines*, this EIR will examine several alternatives to the proposed Specific Plan. Three alternatives are identified, which examine a range of development intensities and an alternate location. This EIR examines the following alternatives, which are described more fully in Section 6.0, *Alternatives*:

Alternative 1: No Project, No Development. This option assumes that the proposed Specific Plan is not implemented, and that the site remains vacant.

Alternative 2: No Project, Current Zoning. This option assumes that the Specific Plan is not implemented, and that the site is developed in accordance with the current land use designation of General Commercial (CR), in accordance with City Zoning Ordinance and General Plan requirements.

Alternative 2: Buellton Business Park Plan. This alternative would involve the development of a Business Park on the site.

Alternative 3: Modified Plan. This alternative would involve a modification of the Specific Plan to emphasize the provision of housing. Approximately 25% more housing and 50% less commercial area would be provided under this alternative.

3.0 ENVIRONMENTAL SETTING

This section provides a brief description of the current environmental conditions in the proposed Specific Plan area.

3.1 REGIONAL SETTING

The proposed Specific Plan site is located in City of Buellton, which is located at the junction of State Highways 101 and 246 in the Santa Ynez Valley, in the central portion of Santa Barbara County, in the central coast region of California. The City contains approximately 3,980 residents (California Department of Finance, January 1, 2002). The City is surrounded by farmland, ranches and rolling hills. The Mediterranean climate of the region produces moderate temperatures year round, with rainfall concentrated in the winter months. The Santa Ynez River, which is a large perennial stream, traverses the City in an east to west direction and forms the southern boundary of the City. Beyond the River to the south are agricultural lands and steep, visually prominent hillsides. Most of the City's developed commercial and residential land is located within a ½ mile radius of the intersection of Highway 246 and Avenue of Flags. The region is subject to various natural hazards, including earthquakes and wildfires.

3.2 SPECIFIC PLAN SITE SETTING

The approximate 24-acre Specific Plan site is located in the northeastern portion of the City of Buellton, immediately south of the City boundaries with unincorporated Santa Barbara County. The site is bound to the north by a hilltop driveway to a ranch (a 2.14 acre site zoned CR), to the west by commercial uses along McMurray Road, to the east by the Thumbelina Subdivision (180 single-family dwellings zoned RS-10, 13 of which border the site), and to the south by a gas station, and shopping center along Highway 246. The parcel located immediately at the northeast corner of the McMurray Road and Highway 246 intersection is not a part of the site. This parcel is a 24,416 square foot commercial site currently occupied by a gas station. Figure 2-2 (in Section 2.0, *Project Description*) shows the regional location of the site within its local context.

3.2.1 General Site Characteristics

The site is currently vacant and has been historically used for agricultural purposes, primarily as hay cultivation. The roughly rectangular site is generally relatively flat with a general drainage gradient from the southeast up to the northwest corner. The existing elevation on the proposed site ranges from a maximum of 392 feet at the north end of the property, with a majority of the northern portion being approximately 377 feet. The site then drops to 363.9 feet at the southern portion of the site flanking Highway 246. These elevations indicate a vertical drop of 13.5 feet in approximately 1500 horizontal feet, a slope of 0.9%.

3.2.2 Geologic Setting

The Specific Plan area lies on the alluvial terrace created by the Santa Ynez River and Zaca Creek. Older alluvial terraces are located within the City's northern section near Highway 101. This is evidenced by the large flat plateaus that are atop the northern hills, and the steep slopes of the hills. Soil along these hills is very sandy. There are no active fault lines within the City.

The nearest fault, the Santa Ynez Fault, is located approximately six miles south of the City limits. Of the major faults in the region, the San Andreas is the most likely to generate a major earthquake in the foreseeable future. This fault, which runs north/south along the entire California shoreline, is located approximately 48 miles northwest of Buellton. The primary soil classification on the site consists of gravely fine loam (0 – 2% slopes) and gravely fine sandy loam soils.

3.2.2 Natural and Cultural Resources

The site is composed of disturbed ruderal (weedy) and non-native annual grassland vegetation. The Santa Ynez River is located approximately ¼ mile south of the site. The site provides little or no habitat value for special status wildlife species.

Based on a California Historical Resources Information System (CHRIS) cultural resource record search and assessment prepared by the Central Coast Information Center at the University of California, Santa Barbara on September 18, 2002, and the City of Buellton General Plan, five cultural resources studies have been conducted in the area. Only one of the previous cultural resources studies, located southeast of the site along Highway 246, identified cultural resources. However, this archaeological resources study in 1977 deemed the encountered resources to be "totally disturbed and unworthy of future study." In addition, according to the records search, no historical, archaeological, paleontological, or other cultural resources are located on or immediately adjacent to the site.

3.3 CUMULATIVE PROJECTS SETTING

The State *CEQA Guidelines* require the analysis of the cumulative effects of a project in combination with other foreseeable development in the area. CEQA defines "cumulative impacts" as two or more individual events that, when considered together, are considerable or will compound other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be insignificant when analyzed separately, but could have a significant impact when analyzed together. Section 15130 of the State *CEQA Guidelines* prescribes two methods for analyzing cumulative impacts: (1) use of a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts; or (2) use of a summary of projections contained in an adopted general plan or related planning document. This EIR uses the second method of a summary of projections contained in the adopted City of Buellton General Plan.

Cumulative impacts are discussed within each of the specific impact analysis discussions in Section 4.0, *Environmental Impact Analysis.*

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section contains a discussion of the possible environmental effects of the proposed project for the specific issue areas that were identified through the Initial Study process as having the potential to experience significant impacts.

"Significant effect" is defined by the *State CEQA Guidelines* §15382 as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

The assessment of each issue area begins with an italicized introduction that summarizes the environmental effects considered for that issue area. This is followed by the setting and impact analysis. Within the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds", which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed Specific Plan, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

> *Class I. Significant and Unavoidable: An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State CEQA Guidelines.*
>
> *Class II. Significant but Mitigable: An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the State CEQA Guidelines.*
>
> *Class III. Not Significant: An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.*
>
> *Class IV. Beneficial: An effect that would reduce existing environmental problems or hazards.*

Following each environmental effect discussion is a listing of recommended mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed Specific Plan in conjunction with other future development in the area.

Please refer to the Executive Summary for this EIR, which clearly summarizes all impacts and mitigation measures that apply to the proposed Specific Plan.

4.1 AESTHETICS

Views from public viewing areas may be significantly impacted with the buildout of the proposed Specific Plan. Landscaping and other recommended mitigation measures would reduce impacts to public viewing areas to a less than significant level. The design of the proposed Specific Plan has the potential to be incompatible and inconsistent with the surrounding area, which would be considered a potentially significant impact. In addition, light and glare associated with the proposed residential uses could create an adverse visual impact. Mitigation measures described herein would ensure a well-designed built environment. These impacts are considered significant but mitigable (Class II).

4.1.1 Setting

a. Visual Character of the Vicinity. The visual character of the area is a combination of its natural and built environment. The rural County areas adjacent to the City are primarily intact visually as natural or agricultural countryside. In recent years, the agricultural landscape has been transitioning from predominantly croplands to an increasing amount of residential development. The Specific Plan area is a flat valley surrounded by hillsides to the north and south. Riparian vegetation follows the historic and current courses of the Santa Ynez River in a generally east-west direction.

The site can be characterized as being within the urban/rural transition zone as urban development is located in the City of Buellton east, south, and west of the site, while rural conditions persist to the northeast, within the County. The Thumbelina subdivision east of the site appears as a traditional subdivision with fencing at the rear of existing residences along the eastern property boundary. Existing commercial development is visible along the west side of McMurray Road and south side of Highway 246. Extending further east along Highway 246, the visual character of the surrounding area is dominated by open space and agricultural uses.

b. Visual Character of the Site. The site is currently undeveloped flat terrain located in the extreme northeastern portion of the City of Buellton. The site contains no structural development. The site contains low-lying, non-native grassland vegetation, and does not contain any trees or tall vegetation. The existing elevation on the proposed site ranges from a maximum of 392 feet at the north end of the property, with a majority of the northern portion being approximately 377 feet. The site then drops to 363.9 feet at the southern portion of the site flanking Highway 246. These elevations indicate a vertical drop of 13.5 feet in approximately 1500 horizontal feet, a slope of 0.9%.

With respect to light and glare, the site currently has no street lighting or nighttime activity that is lighted. However, some diffuse lighting extends onto the southwestern corner of the site from the adjacent gas station use. Land uses in the vicinity that would be most sensitive to night lighting are the residences located east of and adjacent to the site.

Photographs were taken from sensitive public vantage points that have views of the Specific Plan area. Figures 4.1-1 and 4.1-2 illustrate present visual conditions as viewed from these locations.

Highway 246 Viewshed. Highway 246, which is located immediately south of and adjacent to the site, is not considered a locally-designated or State-designated scenic highway or route. Nevertheless, proposed residential and commercial uses, landscaping, and other facilities on the site would be highly visible from eastbound and westbound travelers along State Highway 246. As depicted on Figure 4.1-1, existing views of the site from eastbound and westbound Highway 246, north toward the site, currently feature a gas station in the foreground, with low-lying vegetation on the vacant site in the middleground, and a vacant hillside and existing residential development in the background.

McMurray Road Viewshed. McMurray Road, which is located immediately west of and adjacent to the site, is not considered a locally-designed or State-designated scenic highway or route. Nevertheless, proposed residential and commercial uses, landscaping, and other facilities on the site would be visible from northbound and southbound travelers along McMurray Road. As depicted on Figure 4.1-2, existing views of the site, looking east from McMurray Road viewpoints, include low-lying vegetation on the vacant site and in the foreground and middleground, with existing residential uses in the background. Planned structures and other improvements would be highly visible from McMurray Road viewpoints.

c. **Regulatory Setting.** The City of Buellton regulates the design of the built environment through its Community Design Guidelines (Adopted November 1994, amended July 1999). The Specific Plan site is located within the area governed by the Community Design Guidelines. The Community Design Guidelines contain provisions that regulate the design of future development, such as:

- Buildings, landscaping, parking and other development features should be arranged in a manner that is compatible with the size, scale, and appearance of nearby development.
- Walls and fences should be designed in a style, materials and color to complement the buildings to which they are attached.
- Wherever possible, new commercial buildings should be arranged on a site to create plazas or pedestrian malls that provide pedestrian amenities such as seating, trees/shade, fountains, etc.
- Attached multi-family development should incorporate the following elements:
  - Units that resemble large single family dwellings
  - Varied front setbacks within the same structure
  - Staggered unit plans
  - Use of reverse building plans to add variety
  - Maximum of two adjacent units with identical exterior wall and roof lines
  - A variety of orientations to avoid monotony
  - The units should be clustered on the site.
- New development along Highway 246 should incorporate a landscaped setback from the Highway at least as wide as the street yard required by the Zoning Ordinance. Such a setback should provide a berm with dense landscaping to adequately screen parking and to provide adequate noise mitigation.
- The height and scale of new development should be compatible with that of surrounding development. New development should provide a transition from the height of adjacent structures to the maximum height of the new development.
- Large dominating structures shall be broken up by creating horizontal emphasis through the use of trim or other elements, adding awnings, eaves or other

ornamentation, by using a combination of complimentary colors, and through the use of landscaping.

- Blank, solid side walls of buildings visible from public view shall be avoided. If such walls are necessary for interior or structural reasons, the structure wall shall receive some form of articulation such as awnings, cornice bands, etc.
- The following is a list of design elements and qualities that are considered most desirable for commercial development: variety of surface texture; significant wall articulation (insets, canopies, trellises, etc.); large windows at street level for display areas and to allow shoppers to see inside the store; roof overhangs and arcades; regular window rhythm, significant landscaping and parking that is screened; and a comprehensive sign program that complements the style and character of the building.
- The design of residential buildings should include articulation to give them richness and scale. Long uninterrupted exterior walls should be avoided. For dwellings with sloped roofs, both vertical and horizontal articulation is encouraged.
- All exterior lighting should be designed as part of the overall architectural concept. Fixtures, standards and all exposed accessories should be harmonious with the building design, the lighting design and hardware of the public spaces, and the overall visual environment of the City.
- Lighting should be used for safety and security to illuminate building entrances, parking and loading areas, and pedestrian walkways.
- Light fixtures with exposed light bulbs should generally be avoided.
- All light fixtures should be shielded to confine the spread of light within the site boundaries.
- Utility service for new development should be underground whenever possible. New development should be encouraged to underground existing overhead utilities (including transformers), or to contribute to the cost of undergrounding such utilities.

4.1.2 Impact Analysis

a. Methodology and Significant Thresholds. The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. This evaluation measures the existing visual resource against the proposed action, analyzing the nature of the anticipated change. The site was observed and photographically documented in its surrounding context. The City General Plan and Community Design Guidelines were reviewed for policy instruction relative to visual resources and design policy.

An impact is considered significant if the project would:

- *Have a substantial adverse effect on a scenic vista;*
- *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;*
- *Substantially degrade the existing visual character or quality of the site and its surroundings; or*
- *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.*

To assess the potential visual impacts that this Specific Plan may produce, photographic interpretation of present view conditions. In this analysis, modifications to the viewshed were considered not significant if the modification would be visually subordinate. A modification that is visually dominant or one that substantially modifies the existing view adversely is considered a significant impact.

Views may be discussed below in terms of foreground, middleground, and background views. Foreground views are those immediately presented to the viewer, and include objects at close range. Middleground views occupy the center of the viewshed, and tend to include objects that dominate the viewshed in normal circumstances. Background views include distant objects and other objects that make up the horizon.

b. Project Impacts and Mitigation Measures.

Impact AES-1 Implementation of the proposed Specific Plan has the potential to alter the aesthetic character of the site vicinity through alteration of views from public viewing locations, introduction of community design elements that may be aesthetically inconsistent with the surrounding area, introduction of new light and glare generators in to the area, and the changing of the area's character from a semi-rural to urban (residential and commercial) condition. This is considered Class II, *significant but mitigable,* impact to aesthetic character of the area.

The site is located in an area governed by the City's Community Design Guidelines. A preliminary evaluation of the consistency of the proposed Specific Plan with these Guidelines is provided in Appendix B, *Policy Consistency,* of this EIR.

Viewing Corridor Impacts. The site would not be visible from any State-designated scenic highways or routes. Although the roadways in the vicinity (including Highway 246, McMurray Road, and Glenora Way) are not locally designated scenic routes, the site is within a visible area adjacent to these roadways due to its location on flat terrain and the lack of substantial intervening structures and vegetation between these viewpoints and the site. The Specific Plan would involve the removal of existing vegetation to accommodate the development included in the Specific Plan. Preliminary designs provided by the applicant indicate that the proposed residential structures would be up to two stories, with a maximum height of 35 feet and that the proposed commercial structures would have a maximum height of 36 feet, with additional height for building accessories (e.g., decorative towers and cupolas, etc.). Landscaping on the site would not fully block views of development; however, it is anticipated to soften the views by creating additional greenery. Implementation of the proposed Specific Plan would result in a graded, landscaped surface and structures that would be visible from several off-site viewpoints. Since the planned development would be highly visible from portions of the surrounding roadways, the proposed Specific Plan would result in potentially significant impacts on views from these public viewing corridors.

Visual Compatibility. The area in the vicinity of the Specific Plan site is characterized by existing commercial and residential development in a diverse range of architectural styles and themes. The City Community Design Guidelines provide standards for two distinct

architectural styles: Western Farm/Ranch Style and California Mission Style. The Specific Plan uses the Western Farm/Ranch Style as a baseline for design of future structures on the Specific Plan site. The Specific Plan proposes to establish this common architectural theme for all components of the site, and to integrate the various land use components of the site through cohesive architecture and landscaping. The Specific Plan proposes to use non-synthetic building materials, articulation and scaling.

The commercial and residential units planned along the eastern site boundary would be two stories (35-36 feet) in height and would be located adjacent to existing one-story residential units within the Thumbelina Subdivision, east of the site. This would represent the maximum height of structures on the Specific Plan site. Therefore, the Specific Plan would not provide a transition between adjacent uses and the maximum heights of planned structures, which would be potentially inconsistent with the City's Community Design Guidelines.

The Specific Plan includes construction of an 8-foot-high concrete block sound wall along the eastern site boundary adjacent to existing residential units. This sound wall would block views of the planned development, but would itself create potentially visual incompatibility with the existing adjacent residential units. This would be considered a potentially significant impact.

Light and Glare Impacts. Site illumination provides safety for vehicular and pedestrian movement, and increases security. It can also serve to interpret the plan arrangement by giving emphasis to focal points, gathering places, landscaping, and building entrances. Well-conceived lighting gives clarity and unity to the overall site and to each subarea within it. At the same time, the introduction of new lighting into an unlit area would extend the light glow of an urban area further into rural areas, proportionally affecting the urban light glow in the nighttime sky.

At present there is minimal nighttime lighting of the site. However, implementation of the Specific Plan would require additional lighting that could be visible from the residences located to east of the site. Streetlights, entry lights, and interior lights have the potential to adversely affect nearby residences and degrade the nighttime view of the area. The addition of homes and streetlighting in this area would contribute to an alteration of the semi-rural character of the site and area.

Sources of glare that may affect nearby residences would be building exterior materials, surface paving materials, and vehicles traveling or parked on roads and driveways within the Specific Plan area. Any highly reflective facade materials would be of particular concern, as buildings would reflect the bright sunrays. Nearby residences may be impacted by lighting and glare generated from the proposed Specific Plan land uses and improvements. These would be considered potentially significant aesthetic impacts.

Conclusion. The proposed Specific Plan has the potential to alter the aesthetic semi-rural character of the site vicinity by changing the scenic views from public viewing locations, introducing community design elements that may be aesthetically inconsistent with the surrounding area, and introducing new light and glare generators into the area.

Mitigation Measures. The Specific Plan includes several development standards that would facilitate visual compatibility between individual land use components on the site, and between the proposed on-site uses and adjacent off-site uses. These development standards include the following.

For the Commercial/Large Scale Retail component and McMurray General Service/ Commercial component:

- *The design and layout of the development shall be consistent with the small, rural community image the City of Buellton would like to preserve. This shall be achieved by the architectural theme and minimizing the size, scale and bulk of the buildings through appropriate design.*

For the Commercial/Large Scale Retail component:

- *The design and layout of the development shall cultivate positive architectural and landscape views from off-site, particularly from Highway 246 and McMurray Road.*
- *Landscaping within the required buffers shall be designed to address the size, bulk and scale of on-site development.*
- *The adjacent residential development shall be adequately buffered from the specific plan site by the use of masonry sound walls and mature natural landscaping.*

For the McMurray General Service/Commercial component:

- *Landscaping within the required buffers shall be designed to enhance the public plazas and walks and be responsive to the scale and character of the structural development. The intention is to allow these land uses to flow into the green spaces and provide a quasi public, pedestrian friendly area between the buildings and the planned park.*

For all residential components:

- *The layout of the residential units will be clustered and the architectural theme of the units will be consistent with the small town, rural concept that the City of Buellton would like to preserve.*

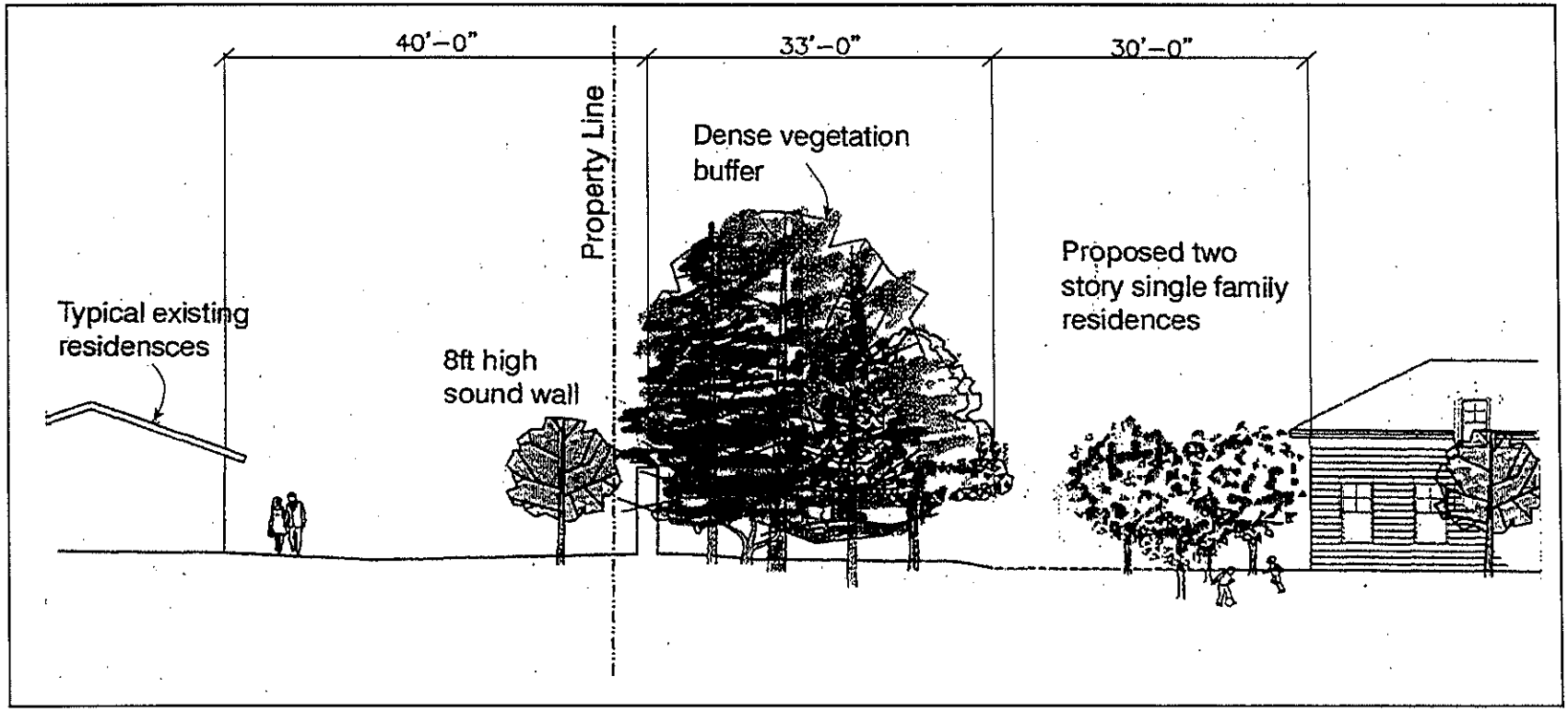
For the Single-Family Residential/PRD component:

- *Landscaping buffers between the Single Family Residential/PRD component and the existing residential development to the east shall be consistent with that shown in Figure 7 of the Specific Plan (refer to Figure 4.1-3 of this EIR).*

For the Multi-family Residential/Affordable Housing component:

- *Landscaping buffers between the Multi-family Residential/Affordable Housing component of the Specific Plan and the existing residential development to the east shall be substantially consistent with that shown in Figure 8 of the Specific Plan (refer to Figure 4.1-4 of this EIR).*
- *The layout of the residential units will be located along a common walkway with parking separated from the entrances to the units. Efforts shall be made to minimize the size, bulk and scale of the residential structures.*

In addition, the Specific Plan includes several landscaping objectives that would facilitate visual compatibility between individual land use components on the site, and between the proposed on-site uses and adjacent off-site uses. Refer to Figure 2-10 of this EIR for a depiction of the public open and landscaping plan for the Specific Plan. The proposed development standards include the following:



Proposed Single-Family Housing Landscape Buffer

Source: Hochhauser Blatter Architecture and Planning, July 2002

Figure 4.1-3

agricultural soil. Therefore, the on-site Ballard gravelly fine sandy loam, 0 to 2% slopes, soils on the site are considered prime soils.

c. Land Conservation Act (Williamson Act) Contracts. The site is not currently under Williamson Act contract. To be eligible for Williamson Act designation, a minimum 100 acres of non-prime land is typically required and that land must be used to produce an agricultural commodity that is plant or animal and is produced in California for commercial purposes. The site includes less than 100 acres of non-prime land and therefore would not meet the minimum acreage requirement for inclusion in a Williamson Act contract.

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds. The conversion of prime agricultural land to non-agricultural use or impairing the productivity of prime agricultural land is considered a significant impact. The conversion of Land Capability Class I or Class II prime soils to urban uses constitutes such an impact. Pursuant to the State CEQA Guidelines, a project would have a significant impact if the project would:

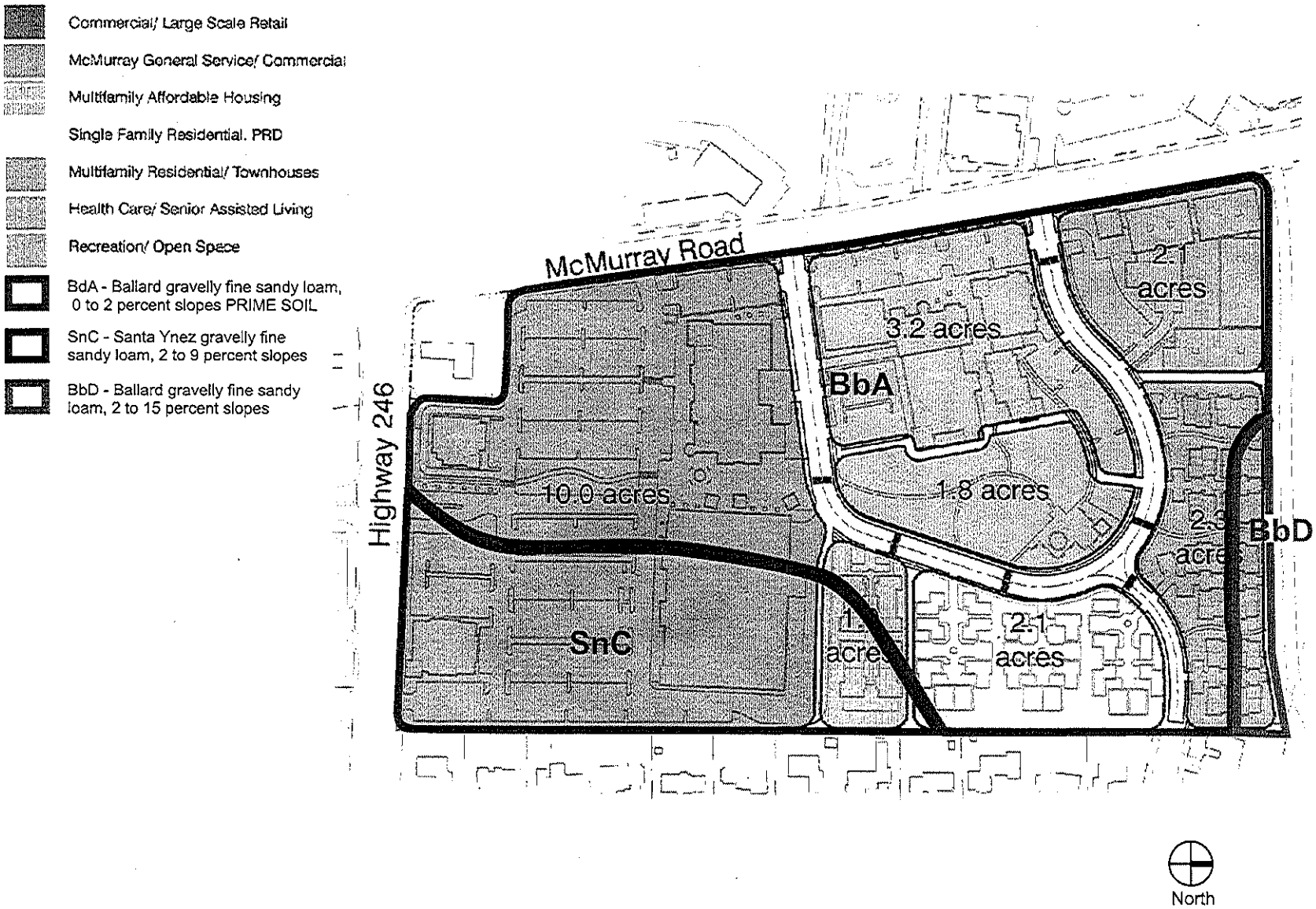
- *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use;*
- *Conflict with existing zoning for agricultural use, or a Williamson Act contract; and/or*
- *Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use*

b. Project Impacts and Mitigation Measures

Impact AG-1 **Implementation of the proposed Specific Plan would permanently convert areas that could support crop production, as well as prime and non-prime agricultural soils, to urban uses. The loss of prime soils is considered a Class I, *significant and unavoidable* impact.**

The portions of the site proposed for urban development do not currently support crop production, although they have historically supported the cultivation of hay for livestock feed purposes. Development on these portions of the site would preclude crop production in the future. Implementation of the proposed uses and associated facilities would occur on Class II soils that would be considered prime soils. In addition, the areas of the site proposed for development are considered Prime Farmland by the Santa Barbara County Agricultural Commissioner based on Land Capability Classification. Implementation of the majority of the proposed development would occur on Class II soils that would be considered prime soils. Figure 4.2-1 shows the location of prime soils on the site. In all, about 19 acres of prime soils would be converted by proposed development. Implementation of the proposed Specific Plan land uses and improvements on prime soils is considered a significant and unavoidable impact.

The site is not under Williamson Act contract. Therefore, no impacts would occur with respect to agricultural preserves related to the Williamson Act. In addition, the site is designated in the City of Buellton General Plan and Zoning Ordinance for non-agricultural use (i.e., General Commercial use).



Project Site Soil Types

Source: Hochhauser Blatter Architecture and Planning, July 2002

Figure 4.2-1

Mitigation Measures. No measures are available to mitigate the loss of prime soils, short of redesigning the proposed Specific Plan to avoid areas containing prime soils. However, since most of the developable land on the site is prime soil, a reconfiguration to avoid this impact would be infeasible.

Residual Impacts. Impacts cannot be mitigated, and would remain significant and unavoidable (Class I).

Impact AG-2 **The historic agricultural use of the site could have included prolonged applications of agricultural chemicals, including arsenic. Development on the site could expose people to hazards related to residual quantities of these chemicals. This is considered a Class II, *significant but mitigable* impact.**

Pesticide use can result in groundwater or soil contamination, resulting in health hazards to humans. Pesticide use is often associated with orchards or row crop agriculture, and such contaminants can leach into the soil through extensive irrigation.

The applicant would be required to comply with applicable local, state, and federal requirements regarding site assessment, soils and groundwater evaluation, and remediation in areas where soil or groundwater contamination is known or suspected to occur.

The historic use of the property for hay cultivation does not imply that agricultural use, in the form of growing row crops or orchards, has occurred on the site. Nevertheless, hay cultivation could potentially have resulted in historical applications of agricultural chemicals that could contaminate on-site soils and groundwater. Improper handling and disposal of contaminated soils would result in a health risk to people, which would be considered a potentially significant impact unless mitigation is incorporated.

Mitigation Measures. The following mitigation measures are required to reduce potential impacts related to potentially contaminated soils in areas of historical and current agricultural use:

AG-2(a) **Phase I Environmental Site Assessment (ESA).** A Phase I ESA for the entire site shall be prepared by the applicant or authorized agent thereof, and submitted to the Planning Department for review prior to grading permit approval. The applicant and future developers of the Specific Plan components shall comply with all requirements and recommendations identified in the Phase I ESA regarding Phase II soil and/or groundwater sampling, unless otherwise specified by an applicable regulatory agency. Soil samples shall be taken within the site by a qualified hazardous materials specialist to determine the presence or absence of contaminants. If soil sampling indicates the presence of any contaminant in hazardous quantities, the RWQCB and DTSC will be contacted to determine the level of any necessary remediation efforts, and these soils shall be remediated in compliance with applicable laws. The applicant and future developers of the Specific Plan components would be required to comply with applicable local, state, and federal

requirements regarding site assessment, soils evaluation, and remediation in areas where soil contamination is known or suspected to occur. Site assessments that result in the need for soil excavation would be required to include: an assessment of air impacts and health impacts associated with excavation activities; identification of any applicable local standards that may be exceeded by the excavation activities, including dust levels and noise; transportation impacts from the removal or remedial activities; and risk of upset practices should an accident occur at the site.

Plan Requirements and Timing. Prior to issuance of grading permits, the applicant shall submit a copy of the Phase I ESA and soil sampling reports to the Planning Department for review and approval. Remediation shall be completed prior to occupancy of uses in areas identified as containing environmental hazards prior to issuance of building permits for such areas. Evidence of remediation compliance shall be submitted to the Planning Department for review and approval. **Monitoring.** City staff shall verify that the Phase I and soil sampling report(s) and evidence of remediation compliance are adequate.

AG-2(b) **Previously Unidentified Hazardous Materials.** In the event that hazardous waste and/or materials are encountered during construction, the following actions shall be taken by the future developers of the Specific Plan components or authorized agents thereof: (1) all work in the vicinity of the suspected contaminant will be halted; (2) all persons shall be removed from the area; (3) the site shall be secured under the direction of the City Fire Department; and (4) the City Hazardous Waste/Materials Coordinator shall be notified. Work shall not recommence until such time as the find is evaluated and appropriate measures are implemented as necessary to the satisfaction of the California Department of Toxic Substances Control.

Plan Requirements and Timing. This requirement shall be noted on grading plans and complied with throughout each phase of construction. **Monitoring.** City staff shall conduct periodic site inspections during construction of each development phase.

Residual Impacts. The implementation of the above mitigation measures would reduce impacts to a less than significant level.

c. Cumulative Impacts. Individual development projects in the region would have the potential to create compatibility conflicts relating to the interface of historic agricultural uses and new urban development. Such conflicts are expected to be addressed on a case-by-case basis, and assuming that conflicts can be resolved through the proper use of buffers and appropriate design, significant cumulative land use compatibility conflicts are not anticipated. However, implementation of the proposed Specific Plan would contribute to significant cumulative impacts related to the loss of prime soils, which would be considered a Class I, *significant and unavoidable,* cumulative impact.

4.3 AIR QUALITY

Sources of air emissions associated with the proposed project include long term emissions generated by vehicle traffic and usage of electricity and natural gas, and short-term emissions generated by construction equipment and dust generated by grading. Project-related mobile and total emissions have been determined to be Class I, significant and unavoidable. The proposed project would not generate carbon monoxide (CO) "hot spots"; these impacts have been determined to be Class III, less than significant. Additionally the project has been determined to be inconsistent with the 2001 Clean Air Plan (CAP) and is thus considered to have a Class I, significant and unavoidable impact on this regional planning program.

4.3.1 Setting

The site is part of the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The climate of the Santa Barbara foothills and all of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high pressure cell in the northeastern Pacific. With a Mediterranean-type climate, the Buellton area is characterized by warm, dry summers and cool winters with occasional rainy periods. Typical summer temperatures are in the 80s and winter temperatures hover in the 60s. Winter lows are generally in the 30s with an occasional occurrences of below-freezing temperatures. Yearly precipitation averages about 13 inches, most of which occurs between the months of November and March.

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 pollutants is further degraded when the wind velocity for both day and nighttime breezes is low.

The region is also subject to seasonal "Santa Ana" winds. These are typically hot, dry northerly winds which blow offshore at 15-20 mph, but can reach speeds over 60 mph. A condition similar to the "Santa Ana" known as a "sundowner" can also occur along the coastal area of Santa Barbara County below the Santa Ynez Mountains.

Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from the high-pressure area to the low-pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but it is most evident during the summer months. Surface inversions are formed by the more rapid cooling of air near the ground during the night, especially during winter. This type of inversion is typically lower (0-500 feet at Vandenberg AFB, for example) and is generally accompanied by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

a. Air Pollution Regulation. The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. The United States Environmental Protection Agency (EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in California. Local control in air quality management is provided by the CARB through county-level or regional (multi-county) Air Pollution Control Districts (APCDs). The CARB establishes air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The CARB has established 14 air basins statewide. The site is located in the South Central Coast Air Basin and is within the jurisdiction of the Santa Barbara County APCD (SBCAPCD).

Federal and state standards have been established for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead. California has also set standards for sulfates, hydrogen sulfide, and visibility reducing particles. Table 4.3-1 lists the current Federal and State standards.

Table 4.3-1 Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.12 ppm (1-hr avg) 0.08 ppm (8-hr avg)	0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.25 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead	1.5 $\mu g/m^3$ (calendar qtr)	1.5 $\mu g/m^3$ (30-day avg)
Particulate Matter (PM_{10})	50 $\mu g/m^3$ (annual avg) 150 $\mu g/m^3$ (24-hr avg)	20 $\mu g/m^3$ (annual avg)* 50 $\mu g/m^3$ (24-hr avg)
Particulate Matter ($PM_{2.5}$)	15 $\mu g/m^3$ (annual avg) 65 $\mu g/m^3$ (24-hr avg)	12 $\mu g/m^3$ (annual avg)*

PPM = parts per million
$\mu g/m^3$ = micrograms per cubic meter
Source: California EPA, June 20, 2002.
** Currently undergoing regulatory adoption process expected to be completed by January 2003.*

The USEPA adopted stricter national ambient air quality standards (NAAQS) for ozone and particulate matter in 1997. The USEPA intended to replace the existing 1-hour ozone standard with a new 8-hour averaging time and lowered the concentration level from 0.12 to 0.8 ppm. However, while the standard has been established, the US Court of Appeals in May 1999 prohibited the EPA from enforcing the new standard. The court also removed the new PM_{10} standard, and the previous standard of 150 micrograms per cubic meter for a 24-hour period will continue to apply. The court left in place the new annual $PM_{2.5}$ standard (particulates of less than 2.5 microns in diameter), which was set at 15 micrograms per cubic meter spatially averaged across an area. The new 24-hour $PM_{2.5}$ standard is based on the 3-year average of the 98th percentile of the 24-hour concentrations measured at a monitoring station. However, the Court has invited comments on this standard, and it may be retained, changed, or removed.

The Court of Appeals ruling was appealed to the US Supreme Court, which made a ruling on February 27, 2001 (Whitman vs. American Trucking Associations, Inc.). The Supreme Court found that the EPA could set NAAQS without regard to implementation costs, but remanded the questions regarding implementation actions for the new ozone standard and the ozone and $PM_{2.5}$ standard level back to the Court of Appeal for preserved challenges. The D.C. Circuit Court rejected all remaining challenges to EPA's 1997 ambient air standards for particulate matter and ozone on March 26, 2002. Under current conditions, the one-hour ozone standard will continue to apply and implementation actions (control measures) are based on attaining that standard, while the eight-hour standard has been established but is not enforceable. The original PM_{10} standard will continue to be applicable, while the $PM_{2.5}$ standard may undergo additional scrutiny. Currently, $PM_{2.5}$ data samplers are being established to determine what levels are present in ambient air.

The ARB staff is currently working with staff from the California Office of Environmental Health Hazard Assessment (OEHHA) to review the scientific basis regarding health effects and exposure to PM to determine how to revise the State PM standards. Short- and long-term exposure to PM has been associated with increased mortality and cardiopulmonary disease in a number of epidemiological studies (ARB, October 2000). As a result of this review requirement, the California Air Resources Board adopted new, stricter standards for particulate matter on June 20, 2002. The new PM standards are:

- *The annual average standard for PM_{10} is lowered from 30 micrograms per cubic meter ($\mu g/m^3$) to 20 $\mu g/m^3$, not to be exceeded.*
- *A new annual average standard is established for $PM_{2.5}$ at 12 $\mu g/m^3$, not to be exceeded.*

A new 24-hour standard will be proposed in the near future when the technical details are resolved.

b. Current Ambient Air Quality. The APCD is required to monitor air pollutant levels to assure that the air quality standards are met, and if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or as "nonattainment." Santa Barbara County is in attainment for all standards except the state ozone and PM_{10} standards. Effective January 9, 1998, the EPA classified Santa Barbara County as a "serious" ozone nonattainment area for its exceedences of the federal ozone standard. However, the 2001 smog season was the first in which Santa Barbara County did not exceed the federal one-hour ozone standard since monitoring began in 1971. As a result, the County is requesting to be redesignated as a federal ozone attainment area. Table 4.3-2 summarizes the annual air quality data for the local airshed.

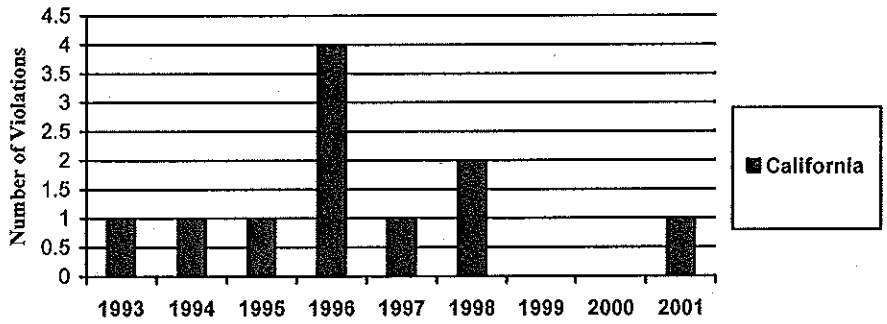
Table 4.3-2 Ambient Air Quality Data

Pollutant	1999	2000	2001
Ozone (ppm), Worst Hour (Santa Ynez Airport Road)	0.090	0.084	0.098
Number of days of State exceedances (>0.09 ppm)	0	0	1
Number of days of Federal exceedances (>0.12 ppm)	0	0	0
Carbon Monoxide (ppm), Highest 8-Hour Average (Lompoc South H Street)	1.55	1.51	1.87
Number of days of State exceedances (>9.0 ppm)	0	0	0
Number of days of Federal exceedances (>9.0 ppm)	0	0	0
Nitrogen Dioxide (ppm), Worst Hour (Gaviota GTC Site B)	0.052	0.052	0.044
Number of days of State exceedances (>0.25 ppm)	0	0	0
Hydrogen Sulfide (ppm), Worst Hour (Gaviota-West Odor)	0.002	0.003	0.002
Number of days of State exceedances (>0.03 ppm)	0	0	0
Sulfur Dioxide (ppm), Worst 24-Hour Average (Lompoc South H Street)	0.003	0.001	0.004
Number of days of State exceedances (>0.04 ppm)	0	0	0
Number of days of Federal exceedances (>0.14 ppm)	0	0	0
Particulate Matter <10 microns, $\mu g/m^3$ Worst 24 Hours (Lompoc South H Street)	41.0	49.3	39.8
Number of samples of State exceedances (>50 $\mu g/m^3$)	0	0	0
Number of samples of Federal exceedances (>150 $\mu g/m^3$)	0	0	0
Annual Geometric Mean (State standard = 30$\mu g/m^3$)	16	19	18
Annual Arithmetic Mean (Federal standard = 50$\mu g/m^3$)	ND	ND	ND

ND = No Data
Source: California Air Resources Board, Annual Air Quality Data Summaries (2002).
Data was used from one monitoring station in Santa Ynez and two monitoring stations in Gaviota. When available, data from the Airport Road station in Santa Ynez, approximately seven miles east of the site, was used. When data was not available from the Santa Ynez station, data from the Lompoc South H Street station, located approximately 15 miles west of the site, and the Gaviota –GTC Site B station, located approximately eight miles south of the site, was used. Hydrogen sulfide data was taken from the Gaviota-west odor station, located approximately 10 miles south of the site.

As illustrated by the above data and Figure 4.3-1 below, pollutant levels over the past three years have not exceeded the state and national standards, with the exception of one exceedance of the State ozone standard in 2001. Ozone and PM_{10} are the primary pollutants of concern in the project area. Ozone is a secondary pollutant that is not produced directly by a source, but rather it is formed by a reaction between nitrogen oxides (NO_x) and reactive organic gases (ROG) in the presence of sunlight. Reductions in ozone concentrations are dependent on reducing the amount of these precursors. The major sources of ozone precursor emissions in Santa Barbara County are motor vehicles, the petroleum industry, and solvent usage (paint, consumer products, and certain industrial processes). The major sources of PM_{10} in the County are mineral quarries, grading, demolition, agricultural tilling, road dust, and vehicle exhaust.

Figure 4.3-1 One-Hour Ozone Standard Exceedances at Santa Ynez Airport Road Station



4.3.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of air quality issues follows the guidance provided in the Santa Barbara County APCD *Scope and Content of Air Quality Sections in Environmental Documents* (September 2002). Pollutant emissions generated from traffic and asphalt were quantified using emission factors from URBEMIS 2001 for Windows. Trip generation rates inputted into URBEMIS were based on data provided by a traffic study performed by Associated Transportation Engineers (ATE).

According to the Santa Barbara County APCD (September 2002), a project will not have a significant air quality effect on the environment if operation of the project will:

- *Emit (from all sources, both stationary and mobile) less than 240 lbs/day for ROC and NO_X and less than 80 lbs/day for PM_{10}; and*
- *Emit less than 25 pounds per day of NO_X or ROC from motor vehicle trips only; and*
- *Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and*
- *Not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and*
- *Be consistent with the adopted federal and state air quality plans for Santa Barbara County.*

Impacts relating to carbon monoxide concentrations are considered significant if the project would create a CO "hot spot" where the California one-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm is exceeded (SBCAPCD, September 2002).

Although quantitative thresholds of significance are not currently in place for short-term emissions, the Santa Barbara County APCD recommends that construction related ROC, PM_{10} and NO_x emissions are quantified for large projects.

In addition, since the County is in nonattainment for PM_{10}, construction mitigation measures are required for all projects involving earthmoving activities regardless of size or duration.

According to the APCD, proper implementation of these required measures is considered to reduce fugitive dust emissions to a level that is less than significant (SBCAPCD, September 2002).

b. Project Impacts and Mitigation Measures.

Impact AQ-1 The proposed project would result in the emission of air pollutants at levels that would exceed the APCD's significance thresholds for NO_X and ROC. These impacts are considered to be Class I, *significant and unavoidable.*

Project-related vehicle emissions were calculated using the URBEMIS 2001 for Windows air quality model. The mobile emissions analysis was based on a project fleet mix of 58.76% light duty automobiles; 27.67% light-duty trucks; 7.43% medium-duty trucks; 1.76% light-heavy duty trucks; 1.04% medium-heavy duty trucks; 0.54% heavy-heavy duty trucks; 0.03% urban buses; 1.91% motorcycles; 0.12% school buses; and 0.74% motor homes. Stationary emissions from the use of onsite gas and off-site electricity generation for onsite use were also quantified using URBEMIS 2001 for Windows. Tables 4.3-3 and 4.3-4 summarize the emissions from mobile and stationary sources associated with the proposed development.

Table 4.3-3 Mobile Source Emissions Associated with Proposed Project

Emission Source	ROC (lbs/day)	NO_x (lbs/day)	CO (ppm)	PM_{10} ($\mu g/m^3$)
Mobile (Traffic)*	250.09	279.29	2,767.39	12.49
Exceeds APCD Threshold (25 lbs/day)?	Yes	Yes	NA	NA

Note: See Appendix C for calculations.
**Unmitigated emissions generated from URBEMIS 2001 for Windows.*

Table 4.3-4 Combined Mobile and Stationary Source Emissions Associated with Proposed Project

Emission Source	ROC (lbs/day)	NO_x (lbs/day)	CO (ppm)	PM_{10} ($\mu g/m^3$)
Natural Gas Combustion**	0.23	3.09	1.27	0.01
Consumer Products**	7.63	--	--	--
Mobile (Traffic)** (See Table 4.3-3)	250.09	279.29	2,767.39	12.49
Total	**257.95**	**282.38**	**2,768.66**	**12.50**
Exceeds APCD Threshold (240 lbs/day for ROC and NOx; 80 lbs/day for PM_{10})?	Yes	Yes	NA	No

Note: See Appendix C for calculations.
***Unmitigated emissions generated from URBEMIS 2001 for Windows.*

Combined mobile and stationary emissions generated from the proposed project would exceed the APCD threshold of 240 pounds per day for ROC and NO_X, but would not exceed the 80 pounds per day threshold for PM_{10}. Operational emissions resulting from vehicular traffic from the proposed project are estimated at 250.09 pounds per day of ROG (which is functionally equivalent to ROC), and 279.29 pounds per day of NO_x. When compared to the APCD's thresholds of significance, the mobile emissions generated from the proposed project would exceed the long-term threshold of 25 pounds per day for NO_x and ROC. Therefore, the project is considered to have a potentially significant impact.

Mitigation Measures. The following mitigation measures are required:

AQ-1(a) **Energy Saving Services Information.** The following energy-conserving techniques shall be incorporated unless the applicant and/or future developers of the Specific Plan components demonstrates their infeasibility to the satisfaction of Planning Department staff:

- Installation of heat transfer modules in furnaces;
- Use of light colored water-based paint and roofing materials;
- Use of natural lighting;
- Use of concrete or other non-pollutant materials for parking lots instead of asphalt;
- Installation of energy efficient lighting;
- Use of landscaping to shade buildings and parking lots;
- Installation of sidewalks and bikepaths;
- Installation of covered bus stops to encourage use of mass transportation.

Plan Requirements and Timing. The applicant and/or future developers of the Specific Plan components shall incorporate the listed provisions into development plans or shall submit proof of unfeasibility prior to initiation of construction. **Monitoring.** The Planning Department shall site inspect to ensure development is in accordance with approved plans prior to occupancy clearance. Planning Department staff shall verify landscape installation in accordance with approved landscape plans.

AQ-1(b) **Alternative Transportation Information.** The future developers of the Specific Plan components shall provide, as part of the sale of each housing and commercial unit, an information packet on carpooling and vanpooling and bus schedules with routes most accessible to the development. The packet shall also include information on purchasing less polluting or alternatively fueled vehicles, which is available from SBCAPCD.

Plan Requirements and Timing. Prior to occupancy, the future developers of the Specific Plan components shall provide the listed information. **Monitoring.** The Planning Department shall review the prepared material prior to occupancy clearance.

Significance After Mitigation. Implementation of mitigation measures would decrease the emissions of NO_x and ROC; however, emissions would still exceed APCD long-term thresholds. Therefore, after implementation of mitigation measures emissions would remain at a significant level (Class I).

Impact AQ-2 **Project traffic generation, together with other cumulative traffic associated with foreseeable development, would not result in CO "hotspots." Therefore, the project's potential to generate CO "hotspots" is considered to be a Class III, *less than significant* impact.**

Carbon monoxide (CO) is considered to have a significant air quality impact if the additional CO from a project creates a "hot spot" where the California one-hour standard of 20 parts per million carbon monoxide is exceeded. This typically occurs at severely congested intersections. According to the SBCAPCD, if a project, together with existing traffic and that anticipated from foreseeable future development, would not result in traffic congestion worse than a level of service (LOS) D after intersection improvements are implemented, then CO modeling is normally not required.

Based on the traffic analysis, included herein as Section 4.5, *Transportation and Circulation*, the project, together with existing and other foreseeable future projects, would not significantly impact the operation of any intersections or roadway segments. Therefore, post-project conditions would not meet the SBCAPCD criteria to require CO modeling and no significant CO "hotspot" impacts would occur.

Mitigation Measures. Mitigation measures identified in Section 4.5, *Transportation and Circulation*, would effectively reduce project-related and cumulative CO emissions. No further mitigation measures are recommended.

Significance After Mitigation. No significant air quality impacts associated with CO emissions would occur.

Impact AQ-3 **The Specific Plan has the potential to generate construction-related emissions during each Plan phase. The APCD and City do not have quantitative thresholds of significance for construction emissions since they are considered to be short term and temporary. However, since Santa Barbara County violates the state standard for PM_{10}, dust mitigation measures are required for all discretionary construction activities. Therefore, construction related emissions are considered to be Class II, *significant but mitigable.***

Construction activities would result in temporary short-term air quality impacts. These impacts are associated with dust generated by onsite grading activities and as a result of heavy construction vehicle emissions. In addition to equipment-generated emissions, asphalt degassing and employee trips will also generate emissions. The project would be constructed in phases, and construction activities have the potential to produce emissions that could disturb nearby development, either on- or off-site. The closest sensitive receptors to the site are the single-family homes located immediately east of the site. Once the project is partially constructed, homes within the site itself would be near other areas of the site under construction and would be subject to short-term construction emissions.

Given that Santa Barbara County violates the state standard for PM_{10}, particulates generated from construction activities are considered to be potentially significant and dust mitigation measures are required. This effect is considered significant but mitigable (Class II).

Mitigation Measures. Since all construction projects can produce nuisance dust emissions, the APCD requires dust mitigation measures for all discretionary construction activities. The following mitigation measures are recommended to minimize emissions and to reduce the amount of dust that drifts onto adjacent properties. These measures would apply to all phases of the project, and would include both grading and development throughout the site.

AQ-3(a) **Dust Generation.** If the construction site is graded and left undeveloped for over four weeks, the applicant and/or future developers of the Specific Plan components shall employ the following methods immediately to inhibit dust generation:

- Seeding and watering to revegetate graded areas; and/or
- Spreading of soil binders; and/or
- Other soil stabilization methods deemed appropriate by the Planning Department.

Plan Requirements and Timing. These requirements shall be noted on grading plans. Final grading plans are required prior to initiation of grading and construction. **Monitoring.** Grading Inspector shall perform periodic site inspections.

AQ-3(b) **Watering.** Water trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require two daily water applications (once in late morning and once at the end of

the workday). Increased watering shall be performed whenever wind speeds exceed 15 mph.

Plan Requirements and Timing. This measure shall be adhered to throughout all grading and construction periods for all project components. **Monitoring.** Planning Department inspectors shall perform periodic spot checks during grading and construction. SBCAPCD inspectors shall respond to nuisance complaints.

AQ-3(c) **Disturbed Area.** The amount of disturbed area shall be minimized and on-site vehicle speeds shall be reduced to 15 mph or less.

Plan Requirements and Timing. This measure shall be adhered to throughout all grading and construction periods for all project components. **Monitoring.** Planning Department inspectors shall perform periodic spot checks during grading and construction. SBCAPCD inspectors shall respond to nuisance complaints.

AQ-3(d) **Gravel Pads.** Gravel pads shall be installed at all access points to minimize tracking of mud onto public roads.

Plan Requirements and Timing. This measure shall be adhered to throughout all grading and construction periods for all project components. **Monitoring.** Planning Department inspectors shall perform periodic spot checks during grading and construction. SBCAPCD inspectors shall respond to nuisance complaints.

AQ-3(e) **Volatile Organic Compounds (VOC).** Low VOC asphalt and low VOC architectural coating will be used whenever feasible.

Plan Requirements and Timing. This measure shall be adhered to throughout all construction phases for all project components. **Monitoring.** Planning Department inspectors shall perform periodic spot checks during asphalting and painting.

AQ-3(f) **Soil Stockpiling.** If importation, exportation, or stockpiling of fill material is undertaken, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Vehicles transporting soil material to or from the site shall cover the soil with tarps from the point of origin to the point of disposition.

Plan Requirements and Timing. This measure shall be adhered to throughout all grading and construction periods for all project components. **Monitoring.** Planning Department inspectors shall perform periodic spot checks during grading and construction. SBCAPCD inspectors shall respond to nuisance complaints.

AQ-3(g) **Land Clearing.** After clearing, grading, earth-moving or excavation is completed, the disturbed area shall be treated by watering, revegetation, or by spreading soil binders until the area is paved or otherwise developed.

Plan Requirements and Timing. This measure shall be adhered to throughout all grading and construction periods for all project components. **Monitoring.** Planning Department inspectors shall perform periodic spot checks during grading and construction. SBCAPCD inspectors shall respond to nuisance complaints.

AQ-3(h) **Monitoring of Dust Control Program.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.

Plan Requirements and Timing. The name and telephone number of such persons shall be provided to the SBCAPCD. The dust monitor shall be designated prior to initiation of grading and construction. **Monitoring.** Planning Department shall contact the designated monitor as necessary to ensure compliance with dust control measures.

AQ-3(i) **Construction Equipment Requirements.** In order to reduce NO_x and ROC emissions, any construction equipment used on the site must meet the following conditions:

- Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be used wherever feasible;
- The engine size must be the minimum practical size;
- The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
- Construction equipment must be maintained in tune per manufacturer's specifications;
- Equipment shall be equipped with 2 to 4-degree engine timing retard or precombustion chamber engines;
- Catalytic converters shall be installed, if feasible;
- Diesel catalytic converters shall be installed, if available;

- Diesel-powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and

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

Plan Requirements and Timing. Planning Department shall review equipment specifications for all project components prior to grading and construction. **Monitoring.** Planning Department inspectors shall perform periodic spot checks during construction to ensure compliance with requirements.

Significance After Mitigation. Air quality impacts associated with construction would be less than significant.

Impact AQ-4 **The proposed project would result in development of the site with residential uses that are not accounted for in the 2001 Clean Air Plan (CAP) emissions inventory. Therefore, the project is considered to be inconsistent with the 2001 CAP. This is considered to be a Class I, *significant and unavoidable,* impact.**

The 1999 Annual Emission Inventory contains data on NO_X, ROG, and CO in Santa Barbara County and is the most current and accurate inventory available (Clean Air Plan, 2001). This inventory was used in order to forecast future emission levels, which are described in the 1999 Planning Emission Inventory Forecast and 2005 Planning Emission Inventory Forecast. These emissions forecasts are contained in the 2001 Clean Air Plan (CAP). Emissions forecasts take into account the change in the level of activity (growth or decline) of various pollution-producing actions and the reductions in future emissions based on current and proposed control measures. Emissions generated from the proposed project represent a small fraction of the forecasted emissions for 2005 (see Table 4.3-5).

Table 4.3-5 Proposed Project's Contribution to Emissions Forecasts

2005 Emissions Forecast	Tons/day	% Forecasted Emissions Generated by Project
ROG	34.70	0.38
NO_X	41.28	0.37

Source: Emissions Forecasts were obtained from the SBCAPCD 2001 Clean Air Plan.
Construction emissions have not been included, since they will be temporary

As described in *Methodology and Thresholds,* above, the project would be considered consistent with the 2001 CAP if: (1) the population projections used in the project are equal to or less than those used in the CAP; (2) the rate of increase in vehicle trips and miles traveled is less than or equal to the rate of population growth for the same area; and (3) all applicable land use and transportation control measures from the CAP have been included in the project to the

maximum extent feasible. The consistency of the proposed project with each of these thresholds is discussed in the paragraphs below.

Population Projection Consistency. The site proposed for development has a City of Buellton General Plan land use designation of General Commercial (CR), which allows development of community retail business and commercial needs, including stores, shops, and offices on individual lots and in shopping centers. The proposed project requires approval of a Specific Plan to change the land use designation for the property to seven different land use categories. This would allow development of commercial and retail uses, single- and multi-family residential development, senior assisted living units, and recreation and open space features. Development under the proposed Specific Plan would not exceed the development intensity currently allowed by the General Commercial land use designation and would allow residential uses. However, according to the APCD (September 2002), any general plan amendment that would provide for increased population growth above that forecasted in the most recently adopted CAP is inconsistent with the CAP. Since the population projections for the proposed project would exceed those used in the CAP, the project would be inconsistent with the CAP.

Vehicle Trip Rate of Increase and Miles Traveled. The development proposed under the Specific Plan would generate an average of approximately 5,322 trips per day. This increase in trips would represent a substantial percentage of total trips on roadways in the project vicinity. However, the site is located immediately adjacent to existing development in the City of Buellton, and involves mixed use commercial and residential development. Therefore, the project would not be expected to substantially increase trip lengths or vehicle miles traveled in the vicinity. Nevertheless, the population growth rate of the project area would not exceed the rate of increase in vehicle trips and miles traveled generated by the project.

Implementation of Transportation Control Measures (TCMs). The following TCMs would apply to the proposed Specific Plan: T-1 (Trip Reduction Program); and T-10 (Bicycling). The Specific Plan includes no features that would implement either of these policies. Therefore, the Specific Plan would be potentially inconsistent with the CAP, which would be considered a Class I, *significant and unavoidable,* impact.

Mitigation Measures. The incorporation of Mitigation Measures AQ-4(a) and (b) (similar to TCM measures from the CAP) are recommended to ensure consistency with the CAP.

AQ-4(a) **Bicycle and Pedestrian Paths.** The project shall incorporate pedestrian and bicycle paths on-site that link to existing bicycle routes and walkways offsite. The purpose would be to provide alternative access to existing bus stops.

Plan Requirements and Timing: These facilities must be shown on the final grading and building plans. **Monitoring:** The Planning Department shall ensure compliance during field inspections.

AQ-4(b) **Distribution of Alternative Transportation Information.** The applicant shall provide an on-site bulletin board specifically for the posting of bus schedules and notices of availability for car-pooling and/or shall distribute such information to property owners upon occupancy.

Plan Requirements and Timing: The applicant shall provide the facilities and/or distribute the information prior to building occupancy. **Monitoring:** Planning Department shall ensure compliance during field inspections.

Significance After Mitigation. Implementation of the recommended mitigation measures would help reduce emissions and vehicle miles traveled from the proposed project. However, the project would remain inconsistent with the 2001 CAP.

c. Cumulative Impacts. A project that does not exceed APCD thresholds and that is consistent with the 2001 Clean Air Plan is considered to have a less than significant cumulative impact on the airshed. On an individual project basis, the project is considered to have a Class I significant and unavoidable adverse impact on air quality. The proposed project is also considered to be inconsistent with long-term regional air quality planning efforts. Therefore, the project is considered to have a Class I, *significant and unavoidable,* cumulative impact on air quality.

4.4 NOISE

Implementation of the proposed Specific Plan would generate noise levels above City thresholds affecting sensitive receptors adjacent to the site. These construction impacts would be short-term and primarily related to the grading of the site, and would be considered Class II, significant but mitigable. Mitigation measures would require sound barriers for stationary equipment and proper equipment maintenance. The proposed Specific Plan would expose occupants of the western portions of the proposed senior living center to high noise levels associated with McMurray Road, which would be considered a Class II, significant but mitigable, impact. The proposed Specific Plan would generate increased traffic on the roads in the vicinity. This would result in less than significant, Class III, noise impacts on sensitive receptors and commercial uses along Highway 246. In addition, noise associated with on-site activities from commercial uses would result in Class II, significant but mitigable, impacts on Specific Plan site residents. Mitigation measures would involve limiting the times for deliveries and trash hauling activities and disclosure of potential nuisance. Specific Plan-generated traffic to Highway 246 east of McMurray Road would contribute to cumulative noise levels in excess of City standards for off-site residential uses, which would be considered a Class I, significant and unavoidable, impact.

4.4.1 Setting

a. Overview of Sound Measurement. The City of Buellton General Plan Noise Element provides basic information regarding the physical characteristics of noise and the existing noise environment in the City. The following is a summary of the information contained in the Noise Element and pertinent additional information and is intended to provide sufficient background to allow consideration of the potential noise impacts of the proposed development.

Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the Decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud; a sound 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes are generally not perceived. Noise levels typically attenuate at a rate of 6 dBA per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance.

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. Several rating scales have been developed to account for the known effects of noise on people. Based on these effects, the observation has been made that the potential for noise to impact people is dependent on the

total acoustical energy content of the noise. A number of noise scales have been developed to account for this factor. These scales include the Equivalent Noise Level (LEQ), the Day Night Noise Level (Ldn) and the Community Noise Equivalent Level (CNEL).

LEQ is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. LEQ can be measured for any time period, but is typically measured for 15 minutes, 1 hour, or 24 hours.

Ldn is a 24-hour, time-weighted average noise level. Time-weighted refers to the fact that noise which occurs during certain sensitive time periods is penalized for occurring at these times. In the Ldn scale, those events that take place during the night (10 p.m. to 7 a.m.) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of day, where sleep is the most probable activity.

CNEL is similar to the Ldn scale except that it includes an additional 5 dBA penalty for events that occur during the evening (7 p.m. to 10 p.m.) time period. Thus, both the Ldn and CNEL noise measurements represent a 24-hour average of A-weighted noise levels with Ldn providing a nighttime adjustment and CNEL providing both an evening and nighttime adjustment.

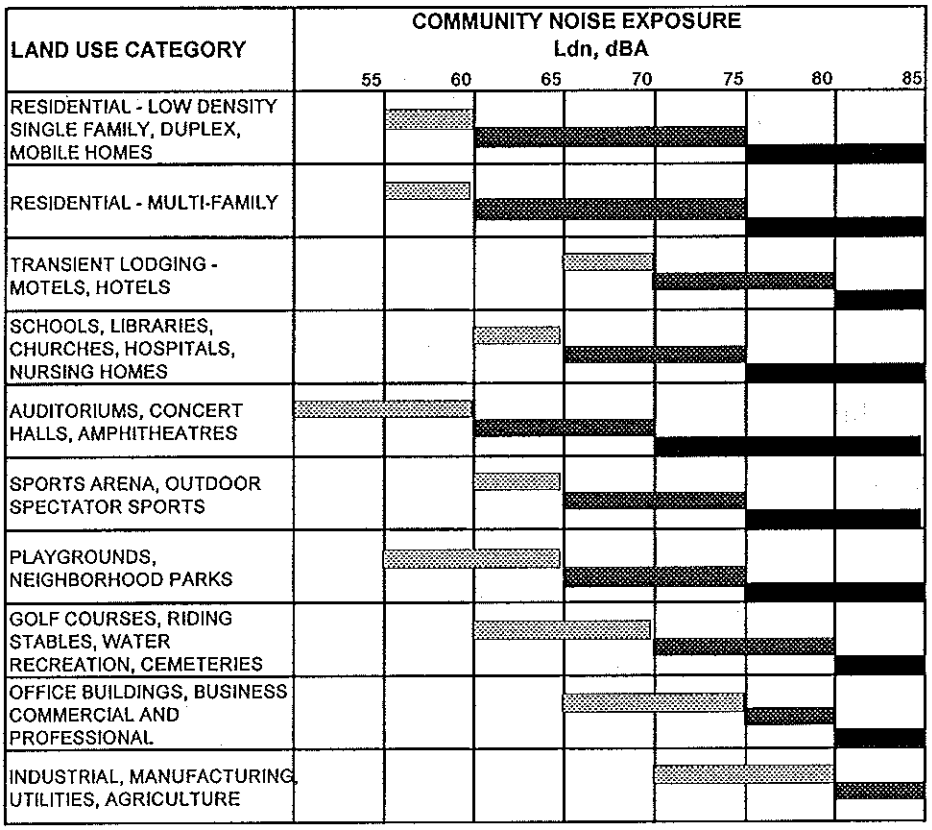
Intermittent or occasional noise such as that associated with stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the Ldn scale. To account for intermittent noise, the Percent Noise Level (L%) scale is used. The Percent Noise Level is the level exceeded a percentage of the time during the measurement period. Noise Ordinances are typically specified in terms of the percent noise levels. Ordinances are designed to protect people from noise sources such as music, machinery and vehicular traffic on private property.

Noise has been defined as unwanted sound and is known to have several adverse effects on people such as hearing loss, speech interference, sleep interference, physiological responses and annoyance. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities.

b. Regulatory Policies. The City of Buellton has adopted noise policies in its Noise Element. These policies establish both interior and exterior noise limits for noise compatibility. Figure 4.4-1 shows the noise compatibility standards for outdoor noise levels for different land uses adopted by the City. As shown in Figure 4.4-1, the maximum normally acceptable outdoor noise level for residential uses and other sensitive receptors is 60 dBA Ldn and for commercial uses (such as offices and retail stores) it is 75 dBA. The maximum acceptable noise exposure for indoor living areas in residences is not to exceed 45 dBA Ldn, while for the interior areas of commercial uses it is 50 dBA Ldn. To reduce construction impacts, the City of Buellton requires that construction be limited to weekdays between the hours of 8:00 A.M. and 5:00 P.M.

Figure 4.4-1

Noise Compatibility Standards



CLEARLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Source: Adapted from the City of Buellton General Plan, 1993, and the General Plan Guidelines, California Office of Planning and Research.

c. 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 churches 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. Residential uses are considered especially noise sensitive because: (1) considerable time is spent by individuals at home; (2) significant activities occur outdoors; and (3) sleep disturbance is most likely to occur in a residential area.

The planned residential and senior assisted living components of the proposed Specific Plan are considered sensitive receptors. Off-site, residential uses east of the site would also be considered sensitive receptors.

d. Existing Noise Environment. The predominant noise source in Buellton originates from motor vehicles. Major sources of traffic noise in Buellton identified in the General Plan Noise Element include Highway 101 and State Highway 246. Other noise sources in the City include air conditioning units on commercial and industrial buildings, and other stationary commercial and industrial noise sources that would not be considered excessively loud in comparison to noise generated by traffic.

The primary existing noise sources in the area are Highway 246 and McMurray Road, located immediately south of the site. According to the General Plan Noise Element, the southern portion of the site adjacent to Highway 246 experiences noise levels of about 70 dBA, with the 55 dB contour occurring approximately 225 feet from the centerline of Highway 246. The site is located outside the 55 dB noise contour associated with Highway 101.

Based on existing traffic noise levels quantified using the California Vehicle Noise Emission Levels (Caltrans, January 1987) and traffic data provided by Associated Transportation Engineers (August 2002), the site is currently exposed to high noise levels associated with Highway 246 along the southern site boundary and high noise levels associated with McMurray Road along the western site boundary. Noise levels from vehicle traffic along Highway 246 currently reach 65 dB within 50 feet of the roadway centerline, 60 dB within 107 feet of the centerline, and 55 dB within 230 feet of the centerline. Noise levels from vehicle traffic along McMurray Road currently reach 65 dB within 20 feet of the roadway centerline, 60 dB within 59 feet of the centerline, and 55 dB within 127 feet of the centerline. To verify these noise modeling results, noise monitoring surveys were taken on the project site by Rincon Consultants during peak traffic periods on November 19, 2002. This noise monitoring indicated that traffic along Highway 246 adjacent to the site generates noise levels of 63.4 dBA Leq and that traffic along McMurray Road adjacent to the site generates noise levels of 55.7 dBA Leq, at approximately 50 feet from the site boundary. The modeled noise values are substantially consistent with these measurements.

4.4.2 Impact Analysis

a. Methodology and Significance Thresholds. Existing and future traffic noise levels were quantified using the California Vehicle Noise Emission Levels (Caltrans, January 1987), standard noise modeling equations derived from the Federal Highway Administration

STAMINA2 noise model, and traffic volumes provided by Associated Transportation Engineers (ATE) for this EIR. Noise model data is provided in Appendix D to this EIR.

A project that generates noise that raises the ambient noise level above 60 dBA Ldn and can affect sensitive receptors is considered normally unacceptable by the City of Buellton. For purposes of this Specific Plan, an impact is considered significant if project implementation would cause the ambient noise level to increase by more than 3 dBA. A 3 dBA change represents the minimum change that is audible to most receptors. Exterior noise level changes of 1-3 dBA are not considered significant since they are generally not perceptible. Pursuant to the State CEQA guidelines, potentially significant impacts would result if the project would result in:

- *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;*
- *Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;*
- *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or*
- *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.*

b. Project Impacts and Mitigation Measures.

Impact N-1 **Construction of proposed Specific Plan land uses and improvements would occur adjacent to sensitive receptors (residences east of the site and future residences on-site) and could intermittently generate nuisance noise levels at locations on and adjacent to the site. This noise has the potential to adversely impact sensitive receptors and is considered a Class II, *significant but mitigable* impact.**

The operation of heavy equipment during construction of the proposed Specific Plan land uses and improvements would result in temporary increases in noise in the immediate vicinity of the construction site. As depicted in Table 4.4-1, average noise levels associated with the use of heavy equipment at construction sites can range from about 65 to 88 dBA at a distance of 50 feet from the source, depending upon the types of equipment in operation and the phase of construction. The highest noise levels generally occur during excavation and foundation development, which involve the use of such equipment as backhoes, bulldozers, shovels, and front-end loaders. In addition, construction vehicles traveling on local roadways can generate substantial noise levels that affect adjacent receptors.

Table 4.4-1 Typical Noise Level Ranges at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Ground Clearing	83 dBA	83 dBA
Excavation	75 dBA	88 dBA
Foundations	81 dBA	81 dBA
Erection	65 dBA	81 dBA
Finishing and Cleanup	72 dBA	88 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

The noise level experienced at sensitive receptors is heavily dependent on the distance from the construction. Existing sensitive receptors nearest the site (the residences to the east) could be exposed to noise levels greater than 88 dBA during construction of the proposed sound wall along the eastern site boundary, as construction activity would occur along the residences' property line. Based on the City noise level standard of 60 dBA Ldn for sensitive receptors, these residences would experience unacceptable noise levels during construction.
The Specific Plan includes several development components that would reduce noise impacts on adjacent sensitive receptors, as follows:

- In order to lessen any noise impacts from the Commercial Land Use components on the adjacent existing and proposed residential areas, and 8 foot high concrete block sound wall shall be constructed. Delivery times for retail components immediately adjacent to the residential neighborhoods shall be appropriately scheduled.
- Dense evergreen vegetation useful in absorbing sound transmission will be planted between the existing residential area to ensure additional means of noise reduction.
- Loading zones shall also be located as far from the residential areas as the building design may allow.
- The use of loud speakers and other out dated methods of communication shall be prohibited.

The eight-foot high concrete block sound wall and landscaping proposed along the eastern site boundary would reduce the potential for noise impacts on the adjacent residences during construction throughout the lifetime of the Specific Plan land uses. While construction of the sound wall would result in unacceptable noise levels, once it is completed it would reduce noise impacts from other phases of construction.

In addition, due to the proposed phasing of the Specific Plan, newly developed residences may be occupied while remaining land use components are constructed. If these newly developed residences are closer than 50 feet to the construction activity, they may experience temporary construction noise levels greater than 88 dBA. Therefore, when this is taken into account, noise levels generated during all phases of construction are considered potentially significant, although these impacts would be temporary.

As a condition of approval, the City of Buellton requires that construction activity be limited to between the hours of 8:00 AM and 5:00 PM on weekdays. Weekend construction would require

special approval from the City Engineer and would be limited to between the hours of 9:00 AM and 4:00 PM.

Nevertheless, due to the proximity of existing and proposed residential units to construction activities, construction noise impacts would be considered potentially significant.

Mitigation Measures. The following measures are recommended to reduce construction noise to comply with City requirements.

N-1(a) **Construction Equipment.** All stationary construction equipment shall be located at least 300 feet from occupied on- and off-site residences unless noise reducing engine housing enclosures or noise screens are provided by the contractor. All construction equipment powered by internal combustion engines shall be properly muffled and maintained. Unnecessary idling of internal combustion engines shall be prohibited.

Plan Requirements and Timing. The equipment area with appropriate acoustical shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities. **Monitoring.** Planning Department shall perform site inspections to ensure compliance.

N-1(b) **Sound Wall Construction.** The proposed 8-foot-high sound wall along the eastern site boundary shall be installed during the first phase of development.

Plan Requirements and Timing. The sound wall shall be installed during the first phase of site development. **Monitoring.** Planning Department shall perform site inspections to ensure compliance.

Residual Impacts. Implementation of the required mitigation measures would reduce the effects of short-term construction noise to a less than significant level.

Impact N-2 **The southern portion of the site would be subject to traffic noise generated from Highway 246. No residences or other sensitive uses are proposed in this area. Some commercial uses would be subject to noise in excess of 70 dB. However, this would not create an unacceptable interior noise environment. Therefore, impacts relating to noise from existing traffic on Highway 246 are considered to be *less than significant* (Class III).**

The proposed Specific Plan would generate an increase in the average number of trips along Highway 246. The existing number of average daily trips (ADT) along the portion of Highway 246 adjacent to the site is about 6,300. Cumulative traffic under General Plan buildout conditions along this roadway segment would result in 20,455 additional ADT. The Specific Plan would generate an additional 1,578 average daily trips along this segment. Therefore, with the proposed Specific Plan and cumulative growth, the ADT along this segment of Highway 246 would be

about 28,333. Refer to Section 4.5, *Transportation and Circulation* for a detailed description of traffic projected to be generated by the proposed Specific Plan.

Based on noise modeling for existing + Specific Plan +cumulative conditions, the 75 dB noise contour line associated with this segment of Highway 246 is approximately 37 feet from the centerline of the roadway, and the 70 dB noise contour is approximately 66 feet from the centerline (refer to Table 4.4-2). Therefore, the southern portions of the commercial buildings closest to Highway 246 at the southern end of the site may be exposed to noise levels of approximately 70-75 dB. The exterior noise standard applicable to the commercial portions of the Specific Plan is 75 dBA and the interior standard is 50 dBA. Typical building construction reduces outdoor noise by 10 to 15 decibels with windows open and 20 to 24 decibels with windows closed (smaller windows and better construction will provide the higher end of the range). Therefore, if outdoor noise levels are less than about 74 dBA, average wall and window construction can reduce noise levels below 50 dBA, with windows closed. Since the outdoor noise levels at the proposed lots adjacent to Highway 246 would not exceed 74 dBA, interior noise levels at the commercial buildings would be less than 50 dBA. These noise levels would be considered acceptable for commercial uses. Therefore, impacts related to noise exposure in these locations would be less than significant.

Table 4.4-2. Noise Contours Associated with Specific Plan Implementation + Cumulative Buildout Traffic Conditions

Roadway Segment	Distance to Noise Contour from Roadway Centerline (feet)			
	75 dBA	70 dBA	65 dBA	60 dBA
Highway 246 East of McMurray Road	37	66	117	208
McMurray Road North of Highway 246	18	31	55	99

Mitigation Measures. No mitigation measures are required.

Residual Impacts. Impacts would be less than significant.

Impact N-3 **The western portion of the site would be subject to traffic noise generated from McMurray Road. The Specific Plan senior-assisted living residential units, which would be considered a sensitive land use, are proposed in this area. Some of these units would be subject to noise in excess of 60 dB. Therefore, impacts relating to noise from existing traffic on McMurray Road are considered to be *significant but mitigable* (Class II).**

The western portion of the site is adjacent to McMurray Road, which is a primary traffic noise generator near the project site. The Specific Plan would generate an increase in the average number of trips along a segment of McMurray Road near the project site. The existing number of average daily trips (ADT) along the portion of McMurray Road adjacent to the site is 3,750. Cumulative traffic under General Plan buildout conditions along this roadway segment would result in 7,968 additional ADT. The Specific Plan would generate an additional 1,560 average

daily trips along this segment. Therefore, with the proposed Specific Plan and cumulative traffic, the ADT along this segment of McMurray Road would be about 13,278. A detailed description of project generated traffic is in Section 4.5, *Transportation and Circulation.*

Based on noise modeling for existing + Specific Plan +cumulative conditions, the 65 dB noise contour line associated with McMurray Road is approximately 55 feet from the centerline of the roadway, and the 60 dB noise contour is approximately 99 feet from the centerline. Therefore, the western portions of the senior-assisted living component closest to McMurray Road would be exposed to noise levels of approximately 60-65 dB. The exterior noise standard applicable to the residential portions of the Specific Plan is 60 dBA, and the interior standard is 45 dBA. Typical building construction reduces outdoor noise by 10 to 15 decibels with windows open and 20 to 24 decibels with windows closed. Therefore, if outdoor noise levels are less than about 60 dBA, average wall and window construction can reduce noise levels below 45 dBA, with windows open. Since the outdoor noise levels at the proposed lots adjacent to McMurray would exceed 60 dBA, interior noise levels at the senior-assisted living buildings would be greater than 45 dBA. As a result, impacts related to the exposure of future occupants of the proposed senior-assisted living component of the Specific Plan would be potentially significant.

Mitigation Measures. The following mitigation measures are required.

N-3(a) **Acceptable Noise Levels.** Residential structures that border the western boundary of the site (i.e., within 99 feet of the centerline of McMurray Road) shall provide attenuation of indoor noise levels to below 45 dBA CNEL, and where practicable, outdoor living area noise levels to below 60 dBA CNEL. This can be accomplished using one or more of the following methods or as recommended in a noise study to be prepared by an acoustical engineer:

- A structural setback of at least 99 feet from the centerline of McMurray Road;
- Use vegetated berms at the property line, with the structural setback at least 55 feet from the McMurray Road centerline;
- Use vegetated berms at the property line, with solid core doors and double-paned glass windows on the side of the residential units facing McMurray Road.

Plan Requirements and Timing. Prior to initiation of the first phase of residential construction, an on-site noise study shall be performed by an acoustical engineer. All construction techniques and recommendations in this report shall be incorporated into the design of the residential components of the Specific Plan to reduce exterior noise to at or below 60 dBA and interior noise to at or below 45 dBA. The future developers of the Specific Plan components shall submit building plans depicting the required setbacks or design features to the Planning Department for review and approval. **Monitoring.** Planning Department staff shall review noise study and subsequent building plans, and shall inspect the site for required setbacks or design features prior to occupancy clearance.

N-3(b) **Exterior Areas.** Exterior usable areas for residential units that border the western site boundary (i.e., units located within 99 feet of the McMurray Road centerline) shall be located within an interior courtyard.

Plan Requirements and Timing. The future developers of the Specific Plan components s shall submit building plans depicting the required design features to the Planning Department for review and approval. **Monitoring.** Planning Department staff shall inspect the site for required design features prior to occupancy clearance.

Residual Impacts. Impacts would be reduced to a less than significant level.

Impact N-4 **Project-generated traffic would incrementally increase noise levels generated from area roadways. Project-generated traffic would worsen existing noise levels along several roadway segments that serve residential uses in the project area. However, these noise level increases would not be audible along project area roadway segments that serve residential uses, and noise levels would remain within City standards for uses along these roadways. Therefore, the impact of project-generated traffic noise on sensitive receptors in the project vicinity would be considered a Class III, *less than significant,* impact.**

The proposed Specific Plan would generate an increase in the average number of trips along Highway 246 and McMurray Road. As described in Impact N-2, with the proposed Specific Plan, the ADT along the segment of Highway 246 east of McMurray Road would be about 7,878. As described in Impact N-3, with the proposed Specific Plan, the ADT along the segment of McMurray Road adjacent to the site would be about 5,310. Refer to Section 4.5, *Transportation and Circulation* for a detailed description of traffic projected to be generated by the proposed Specific Plan.

Under existing conditions the noise level at 50 feet from the centerline of Highway 246 is estimated at approximately 65.9 dBA CNEL. Traffic generated by the proposed Specific Plan land uses would increase noise levels to 66.8 dBA CNEL under existing + Specific Plan conditions, an increase of 0.9 dBA. Therefore, the noise increase attributable to the Specific Plan would be below the audible detectable change in noise level (3 dBA). The existing and future noise levels would not exceed the normally acceptable noise level for commercial uses (75 dBA). However, existing + Specific Plan noise levels along Highway 246 would exceed the City's exterior noise standard of 60 dB for the residential units along Highway 246, east of the site. With existing + Specific Plan-added traffic, the 60 dB noise contour for Highway 246 would extend 208 feet from the roadway centerline. Several existing residential units east of the site are located within this contour. Existing structural setbacks and noise attenuation features in these off-site areas, including landscaping and a 6-foot-high sound wall along the north side of Highway 246 east of the site, would reduce these noise levels by approximately 10 dBA. With these existing noise attenuation features, noise levels along Highway 246 under existing +Specific Plan conditions would be reduced to approximately 56.8 dBA CNEL at 50 feet from the roadway centerline, which would be considered an acceptable noise level for residential uses.

Table 4.4-3 Current and Project Sound Levels from Highway 246 and McMurray Road (dBA Ldn)

Project Receptor Location	Existing Conditions	Project Conditions	Change (dBA)	Exterior Threshold	Threshold Exceeded or Change Greater than 3 dBA?
50 feet from Highway 246 Centerline*	55.9	56.8	0.9	60 (residential)	No
50 feet from McMurray Road Centerline	60.6	61.8	1.2	75 (industrial)	No

** Note: Sound level estimates for Highway 246 accounts for existing noise attenuation features.*

Under existing conditions the noise level at 50 feet from the centerline of McMurray Road is estimated at approximately 60.6 dBA CNEL. Traffic generated by the proposed Specific Plan land uses would increase noise levels to 61.8 dBA CNEL under existing + Specific Plan conditions, an increase of 1.2 dBA. Therefore, the noise increase attributable to the Specific Plan would be below the audible detectable change in noise level (3 dBA). The existing and future noise levels would not exceed the normally acceptable noise level for commercial uses (75 dBA). No residential units are located along McMurray Road. Therefore, the project would result in acceptable noise levels along McMurray Road.

Mitigation Measures. No mitigation measures are required.

Residual Impacts. Impacts would be less than significant.

Impact N-5 **The Specific Plan includes residential and commercial uses in close proximity to each other. Operational noise associated with on-site commercial activities could impact future noise-sensitive residential uses on-site and existing noise-sensitive residential uses off-site, which would be considered a Class II, *significant but mitigable,* impact.**

Operation of the commercial and retail uses on-site would involve noise associated with mechanical equipment (such as generator, heating, ventilation and air conditioning (HVAC) units), deliveries, trash hauling activities, and customer and employee use of the facilities. Noise from these activities, in addition to general parking lot noise, could affect sensitive receptors.

The current site plan indicates that the delivery and trash area for the proposed grocery store/shopping center in the southeast corner of the site would be directly adjacent to the multi-family residential component of the proposed Specific Plan. Delivery and trash hauling activities that could potentially occur during late night and early morning hours would be disruptive to the adjacent occupants of these units. Impacts would be considered potentially significant.

Mitigation Measures. The proposed Specific Plan includes the construction of an eight-foot concrete block sound wall between the planned commercial uses and all residential uses (on-site and off-site). In addition, the Specific Plan identifies the use of dense vegetation in these areas to further reduce noise. These features would reduce the amount of noise from daily on-site

activities that could adversely affect neighboring residents. However, to provide further assurance that delivery and trash hauling activities do not affect sensitive receptors, the following additional mitigation is required.

N-5(a) **Truck Delivery Limitations.** Truck deliveries to the commercial uses on-site shall be limited to between the hours of 8:00 AM and 5:00 PM on weekdays and 9:00 AM and 4:00 PM on Saturdays. No deliveries shall occur on Sundays.

Plan Requirements and Timing. The future developers of the Specific Plan commercial components shall provide a written disclosure of this requirement to future operators of the on-site commercial uses upon transfer of property. **Monitoring.** Planning Department staff shall periodically inspect the site for compliance during operation of the proposed Specific Plan commercial uses.

N-5(b) **Truck Idling Limitations.** The future developers of the Specific Plan commercial components shall post a sign at each loading area which states that the idling time for delivery truck engines shall be limited to no more than three minutes.

Plan Requirements and Timing. The required signs shall be installed prior to occupancy of each respective on-site commercial use. **Monitoring.** Planning Department staff shall site inspect prior to occupancy and periodically inspect the site for compliance operation of the proposed Specific Plan commercial uses.

N-5(c) **Disclosure of Nuisance.** Upon the transfer of residential property on the site, the transferor shall deliver to the prospective transferee a written disclosure statement which shall make prospective home buyers aware that although potential impacts or conflicts between commercial and residential uses (e.g., noise) may be lessened by proper maintenance, some level of incompatibility between the two uses would remain.

Plan Requirements and Timing: The disclosure shall be provided by the property transferor to prospective homeowners upon the transfer of real property on the site. Updated disclosure notifications shall be provided to existing and prospective homeowners on the site as necessary if commercial operation practices or equipment substantially change. **Monitoring:** Planning Department staff shall review the disclosure statement prior to occupancy of each residential development phase.

Residual Impacts. Impacts would be reduced to a level less than significant.

c. Cumulative Impacts. General Plan buildout + Specific Plan motor vehicle noise levels along study area roadways were evaluated based on traffic projections provided in Section 4.5, *Transportation and Circulation,* of this EIR.

Impact N-6 **Under cumulative conditions, project-generated traffic would worsen severe noise levels along Highway 246 east of McMurray Road, which serves sensitive residential receptors. Therefore, the cumulative impact of project-generated traffic noise on sensitive receptors in the project vicinity would be considered a Class I, *significant and unavoidable,* impact.**

The proposed Specific Plan would generate an increase in the average number of trips along Highway 246. With the proposed Specific Plan and cumulative growth, the ADT along the segment of Highway 246 east of McMurray Road would be about 28,333. Refer to Section 4.5, *Transportation and Circulation* for a detailed description of traffic projected to be generated by the proposed Specific Plan.

Under cumulative conditions, noise levels along this segment at 50 feet from the centerline would increase to 72.7 dBA CNEL. Under cumulative + Specific Plan conditions, the Specific Plan-generated traffic would increase noise levels to 73.0 dBA CNEL, an increase of 0.3 dBA over cumulative baseline conditions. Therefore, the noise increase attributable to the Specific Plan would be below the audible detectable change in noise level (3 dBA). The existing and future noise levels would not exceed the normally acceptable noise level for commercial uses (75 dBA). However, existing + Specific Plan and cumulative + Specific Plan noise levels along Highway 246 would exceed the City's exterior noise standard of 60 dB for the residential units along Highway 246, east of the site. With cumulative + Specific Plan-added traffic, the 60 dB noise contour for Highway 246 would extend 365 feet from the roadway centerline. Several existing residential units east of the site are located within this contour. Existing structural setbacks and noise attenuation features in these off-site areas, including landscaping and a 6-foot-high sound wall along the north side of Highway 246 east of the site, would reduce these noise levels by about 10 dBA. With these existing noise attenuation features, noise levels along Highway 246 under existing + Specific Plan + cumulative conditions would be reduced to approximately 63.0 dBA CNEL at 50 feet from the roadway centerline. Nevertheless, these exterior noise levels would exceed the City standard of 60 dBA for residential uses. Interior noise standards (45 dBA) could still be met for new development if mitigated properly (e.g., with air conditioning, double-paned windows, solid core doors, etc.). However, since structural improvements to existing residences would not be feasible, noise impacts on residential receptors adjacent to these roadways would be significant.

Mitigation Measures. No mitigation measures are feasible.

Residual Impacts. Impacts are significant and unavoidable (Class I).

4.5 TRANSPORTATION AND CIRCULATION

The following section, based on a traffic and circulation study prepared by Associated Transportation Engineers (ATE), analyzes the potential traffic and circulation impacts associated with implementation of the proposed Specific Plan. The site is located on the north side of Highway 246, between McMurray Road and Freear Drive. The proposed Specific Plan land uses are expected to generate 5,332 average daily trips and 507 P.M. peak hour trips. The study-area roadways currently operate at LOS C and are forecasted to operate at LOS D or better with Existing + Project traffic. The study-area intersections currently operate at LOS B or better and are expected to continue to operate at LOS B or better with project-added traffic. The main site driveway is forecasted to operate at LOS D or worse under Existing + Project conditions. The proposed Specific Plan would not supply sufficient parking in the senior housing area to meet Code requirements, which would be considered a Class II, significant but mitigable, impact. As mitigation, the applicant would be required to redistribute the parking supply to increase parking for the senior housing component. Technical calculations for the traffic study are contained in Appendix E and are incorporated by reference into this EIR.

4.5.1 Setting

The site is located on the north side of Highway 246, between McMurray Road and Freear Drive in the southeastern portion of the City of Buellton. U.S. Highway 101 provides regional access to the site via Highway 246. McMurray Road provides direct site access.

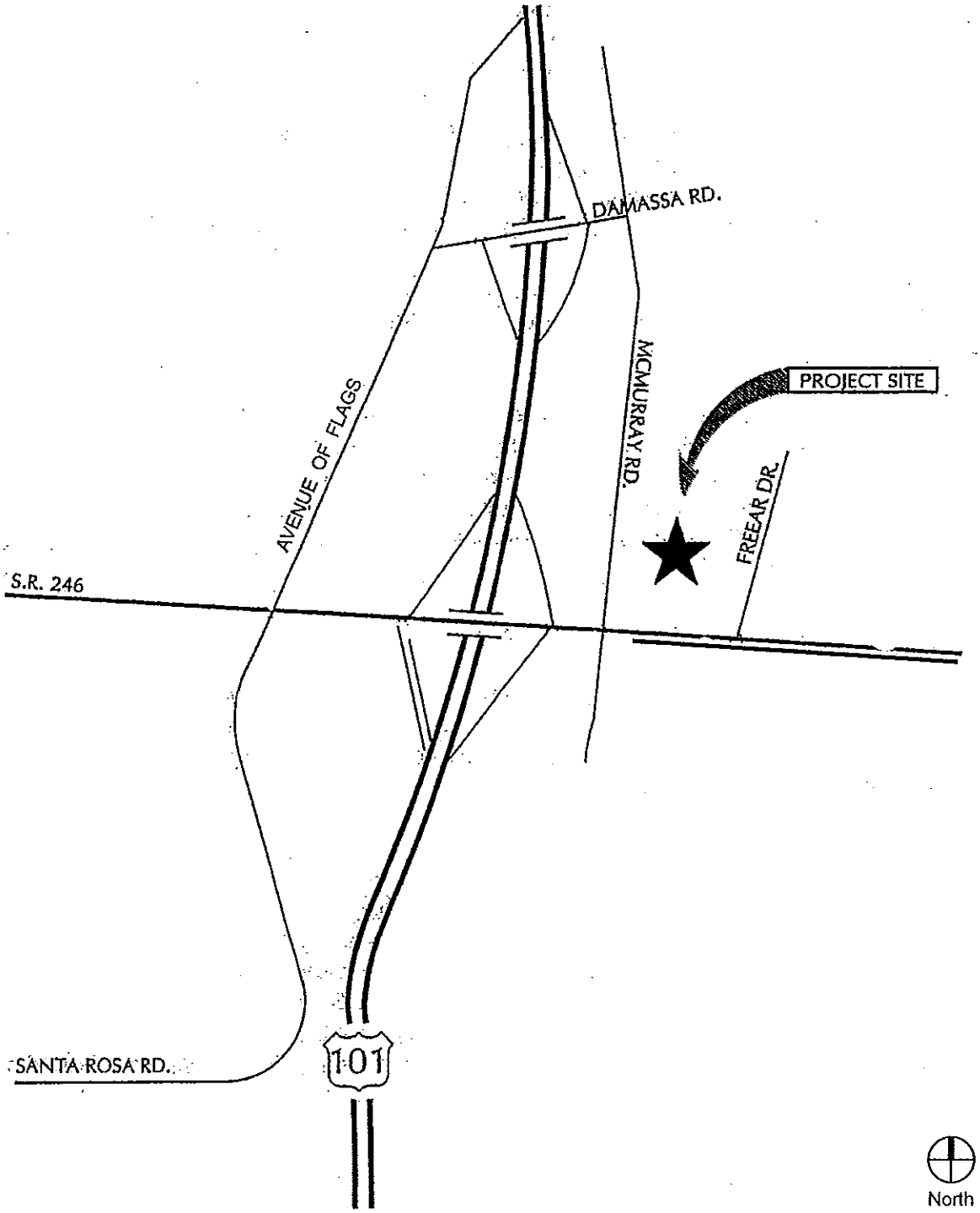
a. Roadway Network. Figure 4.5-1 shows the roadway network in the vicinity of the Specific Plan site and the following text provides a brief discussion of the system components.

U.S. Highway 101, located west of the site, is a multi-lane highway serving the California coast between Los Angeles and San Francisco. U.S. Highway 101 is four lanes wide in the City of Buellton and provides regional access to the area via a signalized interchange at Highway 246 and the unsignalized Damassa Road interchange.

Highway 246, located south of the site, is an east-west state highway that extends from the Pacific Ocean west of Lompoc through Buellton, Solvang, and Santa Ynez to Highway 154 to the east. Highway 246 is a four-lane arterial from the western Buellton city limit to McMurray Road and narrows to two lanes east of the McMurray Road intersection and immediately south of the site. Traffic signals control the intersections of Highway 246 at the U.S. Highway 101 interchange, as well as the intersections at McMurray Road and Freear Drive.

Avenue of Flags is a north-south arterial roadway that parallels U.S. Highway 101 on the west side. This roadway extends from Jonata Park Road on the north to Santa Rosa Road south of the Buellton city limits. Avenue of Flags is four lanes wide and is divided by a 76-foot landscaped median. South of Highway 246, the roadway narrows to two lanes until its terminus at Santa Rosa Road. Traffic on Avenue of Flags is controlled at the U.S. Highway 101 southbound off-ramp and at Highway 246.

McMurray Road, located west of the site, is a north-south two-lane roadway that extends southerly from Easy Street to its terminus south of Highway 246. McMurray Road provides access to the industrial area north of Damassa Road and the freeway commercial uses located between Damassa Road and Highway 246.



North
Not To Scale

Source: Associated Transportation Engineers, August 1, 2002

Project Site Location/Existing Street Network

Figure 4.5-1

Freear Drive, located east of the site, is a residential collector street that extends north from Highway 246. The southerly leg of the intersection is offset and provides access to the adjacent shopping center.

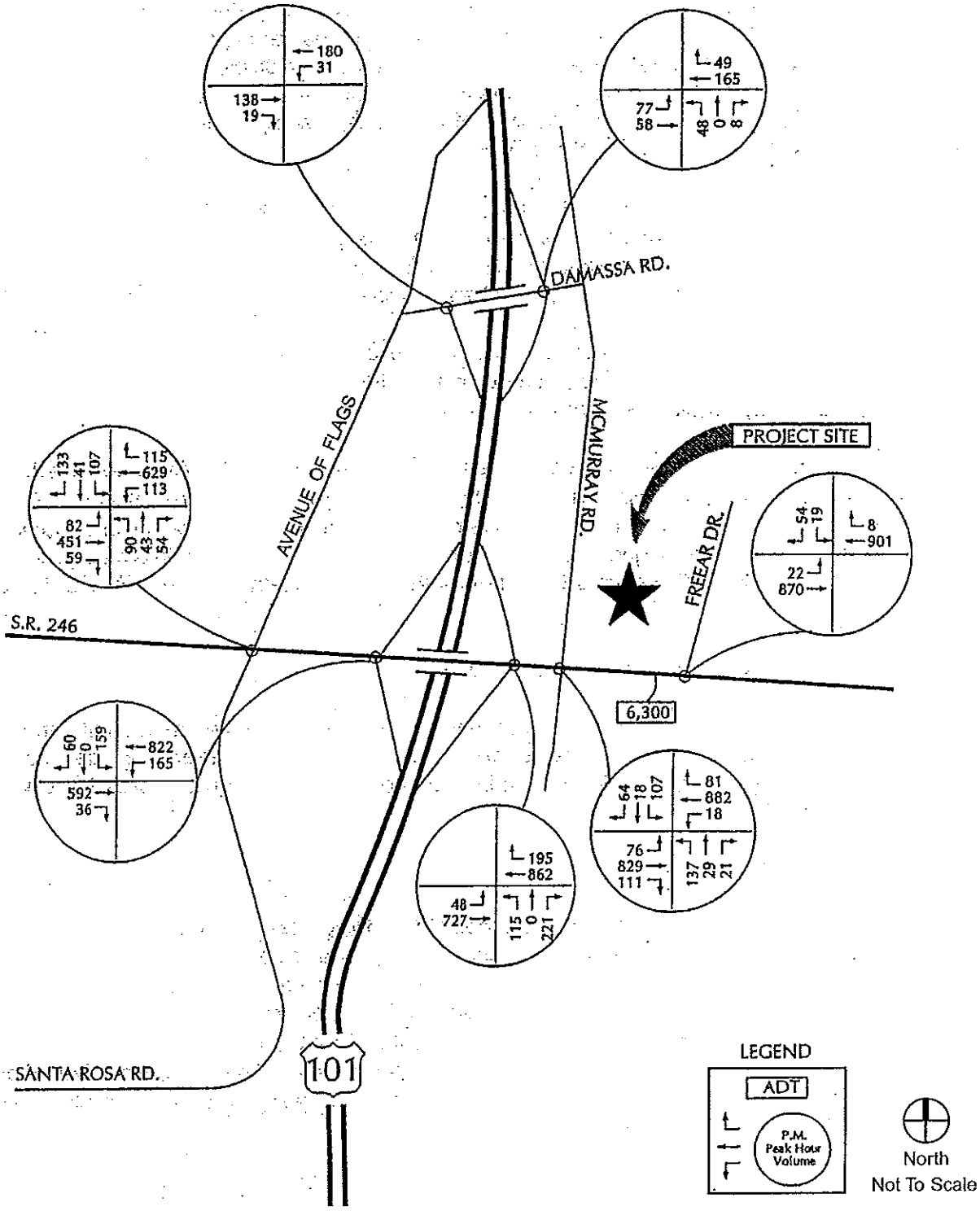
Damassa Road is a two-lane east-west roadway that extends from Avenue of Flags on the west and crosses U.S. Highway 101 to its terminus at McMurray Road on the east. The U.S. Highway 101 interchange provided at Damassa Road includes northbound and southbound on-ramps and a northbound on-ramp. The southbound off-ramp for this interchange is located north of Damassa Road, at the Avenue of Flags/Jonata Park Road/Central Avenue intersection.

b. Roadway Operations. Existing average daily traffic (ADT) volumes for selected study area roadways are shown on Figure 4.5-2. ADT volumes were taken from Caltrans "2001 Traffic Volumes on California State Highways", and from data collected by Associated Transportation Engineers. The traffic data are shown in the Technical Appendix for the traffic report, in Appendix E. Levels of service (LOS) A through F are used in evaluating roadway operating conditions, with LOS A indicating very good operating conditions and LOS F indicating very poor conditions. More complete definitions are shown in Table 4.5-1. The City of Buellton has adopted LOS D as the minimum standard for roadway operations. Based on the existing ADT volumes, the roadway segments in the vicinity of the site currently operate at LOS C.

Table 4.5-1 Level of Service Definitions

LOS	Delay	Definition
A	< 10.0	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	10.1 – 20.0	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	21.1 – 35.0	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	35.1 – 55.0	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	55.1 – 80.0	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 80.0	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

c. Intersection Operations. Traffic flow on roadway networks is most constrained at intersections during peak travel periods. Therefore, traffic conditions were analyzed at seven study-area intersections for the P.M. peak hour, which is the period with the highest traffic demands. Peak hour intersection counts were conducted in August 2001 by ATE. The peak hour traffic volumes are shown on Figure 4.5-2.



Source: Associated Transportation Engineers, August 1, 2002

Existing Average Daily Traffic and
PM Peak Hour Volumes In Study Area

Figure 4.5-2

Existing levels of service were calculated using the Highway Capacity Manual (HMC) signalized and unsignalized intersection methodologies as required by the City of Buellton. The same level of service definitions shown above in Table 4.5-1 for roadway segments are also used to rate intersection operations.

The City of Buellton has adopted LOS D as the minimum standard for intersection operations. Table 4.5-2 lists the existing P.M. peak hour LOS for the seven study-area intersections. As shown, all intersections currently operate at LOS B or better during the P.M. peak hour.

Table 4.5-2 Existing P.M. Peak Hour Levels of Service

Intersection	Control Type	P.M. Peak Hour	
		Delay	LOS
Highway 246/Avenue of Flags	Signal	13.6 sec./veh.	LOS B
Highway 246/U.S. Highway 101 SB Ramps	Signal	11.6 sec./veh.	LOS B
Highway 246/U.S. Highway 101 NB Ramps	Signal	4.6 sec./veh.	LOS A
Highway 246/McMurray Road	Signal	13.0 sec./veh.	LOS B
Highway 246/Freear Drive	Signal	6.4 sec./veh.	LOS A
Damassa Road/U.S. Highway 101 NB Ramps	STOP Sign		
northbound left/through/right:		7.3 sec./veh.	LOS A
westbound approach:		10.9 sec./veh.	LOS B
eastbound approach:		11.9 sec./veh.	LOS B
Damassa Road/U.S. Highway 101 SB On-Ramp	STOP Sign		
westbound left-turn:		7.6 sec./veh.	LOS A

d. Roadway Improvements. Highway 246 has recently been improved from McMurray Road to just west of Thumbelina Drive. The westbound approach of Highway 246 from McMurray Road has two travel lanes and then transitions back to one travel lane west of Thumbelina Drive. The eastbound approach of Highway 246 from McMurray Road has two travel lanes and then transitions back to one travel lane east of Freear Drive. Highway 246 has a left-turn lane or a median lane along the entire section.

4.5.2 Impact Analysis

a. Methodology and Significance Thresholds. City of Buellton impact thresholds were used to assess the significance of the traffic generated by implementation of the proposed Specific Plan. The City designates LOS D as the minimum acceptable level of service for local roadways and intersections. In accordance with the State CEQA Guidelines, a project would result in a significant impact if it would:

- *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);*
- *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;*
- *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;*

- *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*
- *Result in inadequate emergency access;*
- *Result in inadequate parking capacity; or*
- *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).*

b. Plan-Generated Traffic Volumes. The Specific Plan involves mixed-use development consisting of 21 single family dwellings, 32 attached townhouses, 28 affordable apartment units, a 75-unit senior housing facility, 107,000 square feet of retail commercial space, and 80,000 square feet of general service/commercial space. Table 4.5-3 shows that the implementation of these land uses would generate 5,332 average daily trips (ADT) and 507 P.M. peak hour trips. These forecasts are based on trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation* Report (Institute of Transportation Engineers, 6th Edition, November 1997).

Table 4.5-3 Specific Plan Land Use Trip Generation

Land Use	Size	ADT		P.M. Peak Hour Trips			
		Rate	Trips	Entering	Exiting	Total Rate	Total Trips
Retail/Commercial	107,000 sf	42.92	4,592	192	208	3.74	400
Less "pass-by" trips (20%):			-918	-38	-42		-80
Subtotal:			3,674	154	166		320
General Service/Commercial*	80,000 sf	11.42	914	17	103	1.50	120
Subtotal:			4,588	171	269		440
Residential:							
Single Family	21du	9.59	201	13	8	1.01	21
Attached Townhouse	32 du	5.86	188	11	6	0.54	17
Apartment	28 du	6.59	184	10	6	0.58	16
Assisted Living	75 units	2.15	161	7	6	0.17	13
Subtotal:			734	41	26		67
Total New Trips:			**5,322**	**212**	**295**		**507**

**Office Park ITE Land Use Code 750*
sf = square feet
du = dwelling unit

The retail/commercial trip generation was reduced by 20 percent to account for "pass-by" trips. Pass-by trips are those trips already contained in the existing street system traffic stream that would be attracted to the retail and commercial uses of the proposed Specific Plan. These types of trips are not new to the study-area street system and would only be added to the site's proposed driveways. The trips between the retail/commercial and residential components are accounted for in the Plan trip distribution. Of the 5,322 total ADT and 507 P.M. peak hour trips, the residential component would generate 734 ADT and 67 P.M. peak hour trips, while the retail/commercial and office components are projected to generate 4,588 ADT and 440 P.M. peak hour trips.

Table 4.5-4 Sub-Area #8 Trip Generation vs. Proposed Plan Trip Generation

Plan	Size	ADT	P.M. Peak Hour Trips		
		Trips	Entering	Exiting	Total
Existing Sub-Area #8:					
Apartment	35 du	231	13	7	20
General Commercial	203,500 sf	8,629	401	400	801
Visitor Serving Commercial	166,500 sf	4,063	183	183	366
Total New Trip Generation		**12,923**	597	590	**1,187**
Oak Spring Village Specific Plan:					
Retail Commercial	107,000 sf	3,674	154	166	320
Research and Development	80,000 sf	914	17	103	120
Single Family	21 du	201	13	8	21
Attached Townhouse	32 du	188	11	6	17
Apartment	28 du	184	10	6	16
Assisted Living	75 units	161	7	6	13
Total New Trip Generation		**5,322**	212	295	**507**

sf = square feet
du = dwelling unit

The trip generation for the proposed Oak Springs Village Specific Plan was compared to that of the land uses proposed in the "Buellton Redevelopment Plan Traffic and Circulation Study" (ATE, July 30, 1993) for Sub-Area #8, as shown in Table 4.5-4. The trip generation developed for the Redevelopment Plan area is located in Appendix E. The data presented in Table 4.5-4 show that the trip generation forecasted for Sub-Area #8 in the Redevelopment Plan is 12,923 ADT and 1,187 P.M. peak hour trips, compared to 5,322 ADT and 507 P.M. peak hour trips generated by the Oak Springs Village Specific Plan. The proposed Specific Plan would generate fewer trips than the Redevelopment Plan due to the proposed changes in land use and the decrease in commercial square footage.

Specific Plan traffic was distributed onto the study-area roadway system based on the percentages shown in Table 4.5-5. These percentages were developed based on the existing traffic volumes collected in the study area, knowledge of the traffic and land use patterns in the Buellton area, and the characteristics of the proposed land uses.

Table 4.5-5 Specific Plan Trip Distribution

Route	Origin/Destination	Percent
U.S. Highway 101	North South	20% 30%
Highway 246	East West	10% 20%
Avenue of Flags	North South	5% 5%
McMurray Road	North	5%
Internal Mixed-Use/Local		5%
	Total:	100%

Figures 4.5-3 and 4.5-4 illustrate the trip distribution and assignment of the Specific Plan's average daily and P.M. peak hour traffic to the adjacent street system, while Figure 4.5-5 shows the existing + project ADT and P.M. peak hour traffic volumes.

c. Project Impacts and Mitigation Measures. The following section reviews the impacts of the Oak Springs Village Specific Plan assuming the forecasted Existing + Project volumes shown in Figure 4.5-5.

Impact T-1 **Implementation of the Specific Plan would result in the addition of 5,332 average daily trips and 507 P.M. peak hour trips to the study-area roadways and intersections. This would not result in exceedances of roadway or intersection LOS standards. Therefore, impacts would be Class III,** ***less than significant.***

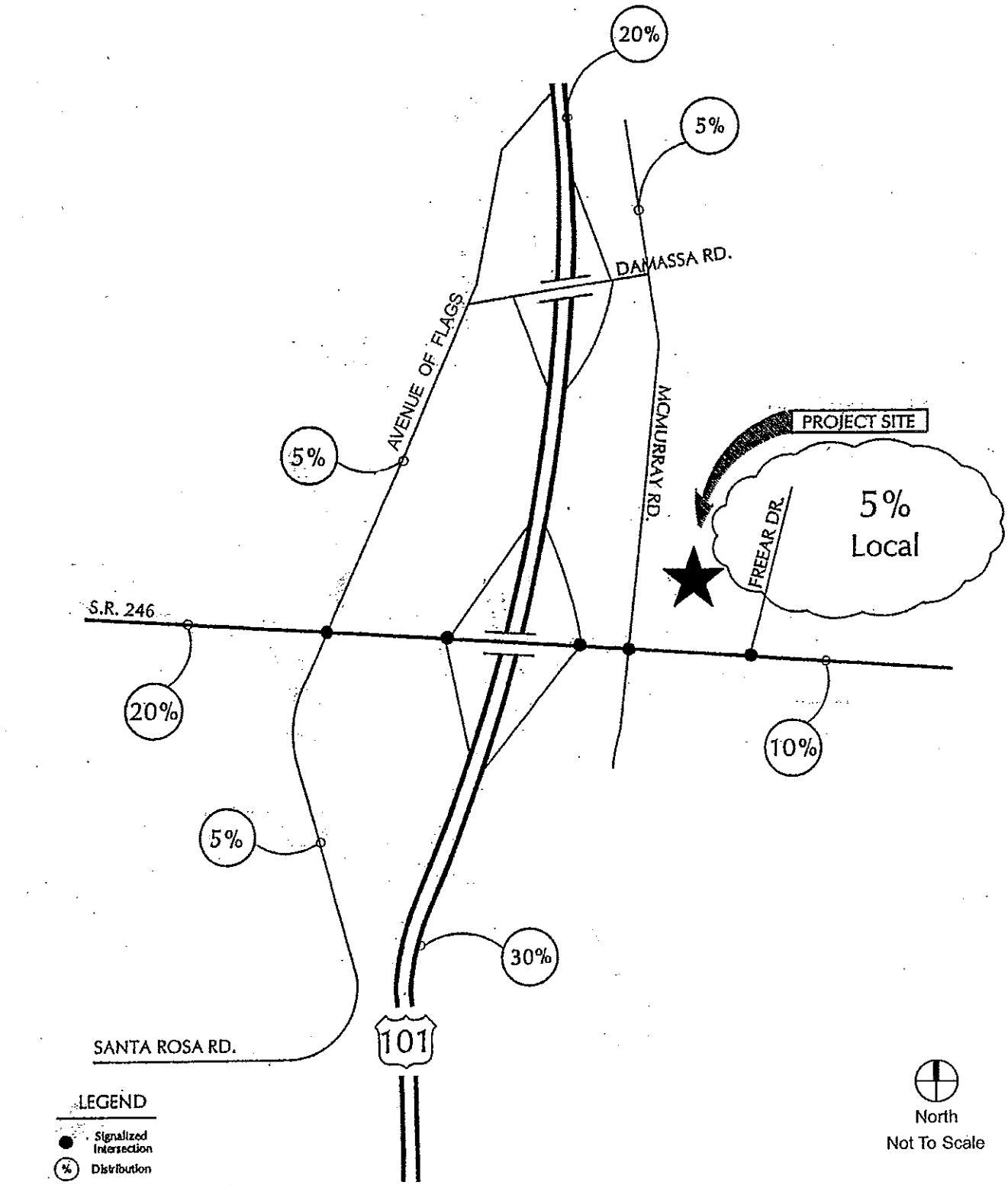
Levels of service for U.S. Highway 101, Highway 246, and the study-area roadways in the vicinity of the site were calculated using the Highway Capacity Manual assuming Existing + Project volumes. All roadway segments are forecasted to operate acceptably at LOS D or better with project-added daily traffic volumes.

Table 4.5-6 compares the Existing and Existing + Project levels of service for the seven study-area intersections. As shown, all of the study-area intersections are forecast to continue operating at LOS B or better in the P.M. peak hour with the addition of traffic generated by the proposed Specific Plan land uses. Based on the City of Buellton level of service standard of LOS D, the proposed Specific Plan would not significantly affect intersection levels of service.

Table 4.5-6 Existing + Specific Plan Peak Hour Intersection Levels of Service

	P.M. Peak Hour			
	Existing Conditions		Existing + Specific Plan Conditions	
Intersection	Delay	LOS	Delay	LOS
Highway 246/Avenue of Flags	13.6 sec./veh.	LOS B	14.0 sec./veh.	LOS B
Highway 246/U.S. Highway 101 SB Ramps	11.6 sec./veh.	LOS B	12.3 sec./veh.	LOS B
Highway 246/U.S. Highway 101 NB Ramps	4.6 sec./veh.	LOS A	6.6 sec./veh.	LOS A
Highway 246/McMurray Road	13.0 sec./veh.	LOS B	13.2 sec./veh.	LOS B
State Rote 246/Freear Drive	5.3 sec./veh.	LOS A	6.0 sec./veh.	LOS A
Damassa Road/U.S. Highway 101 NB Ramps	7.3 sec./veh.	LOS A	7.3 sec./veh.	LOS A
northbound left/through/right:	10.9 sec./veh.	LOS B	11.4 sec./veh.	LOS B
westbound approach:				
eastbound approach:	11.9 sec./veh.	LOS B	13.0 sec./veh.	LOS B
Damassa Road/U.S. Highway 101 SB On-Ramp	7.6 sec./veh.	LOS A	7.7 sec./veh.	LOS A
westbound left/through:				

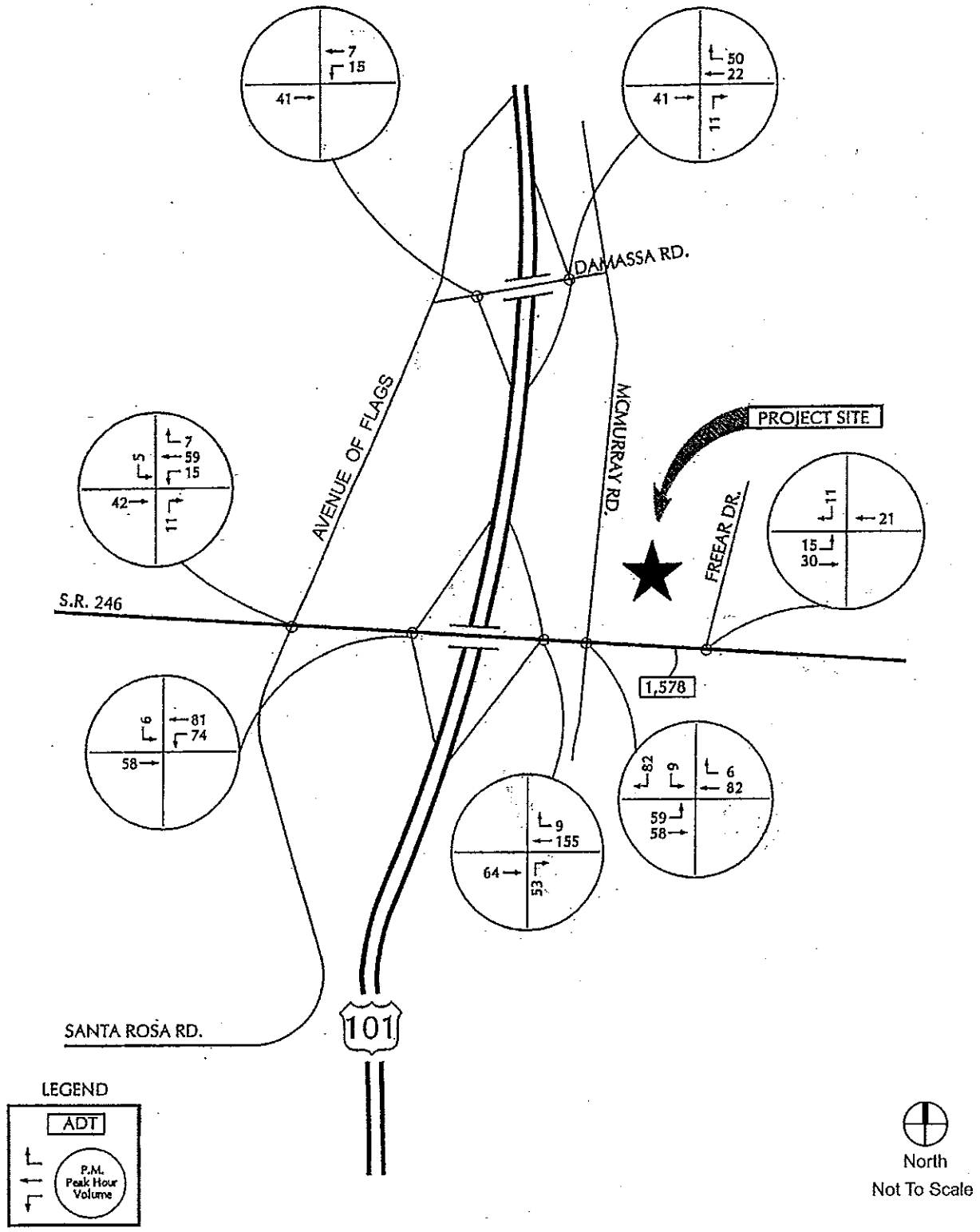
Mitigation Measures. No mitigation measures are required.



Source: Associated Transportation Engineers, August 1, 2002

Project Trip Distribution

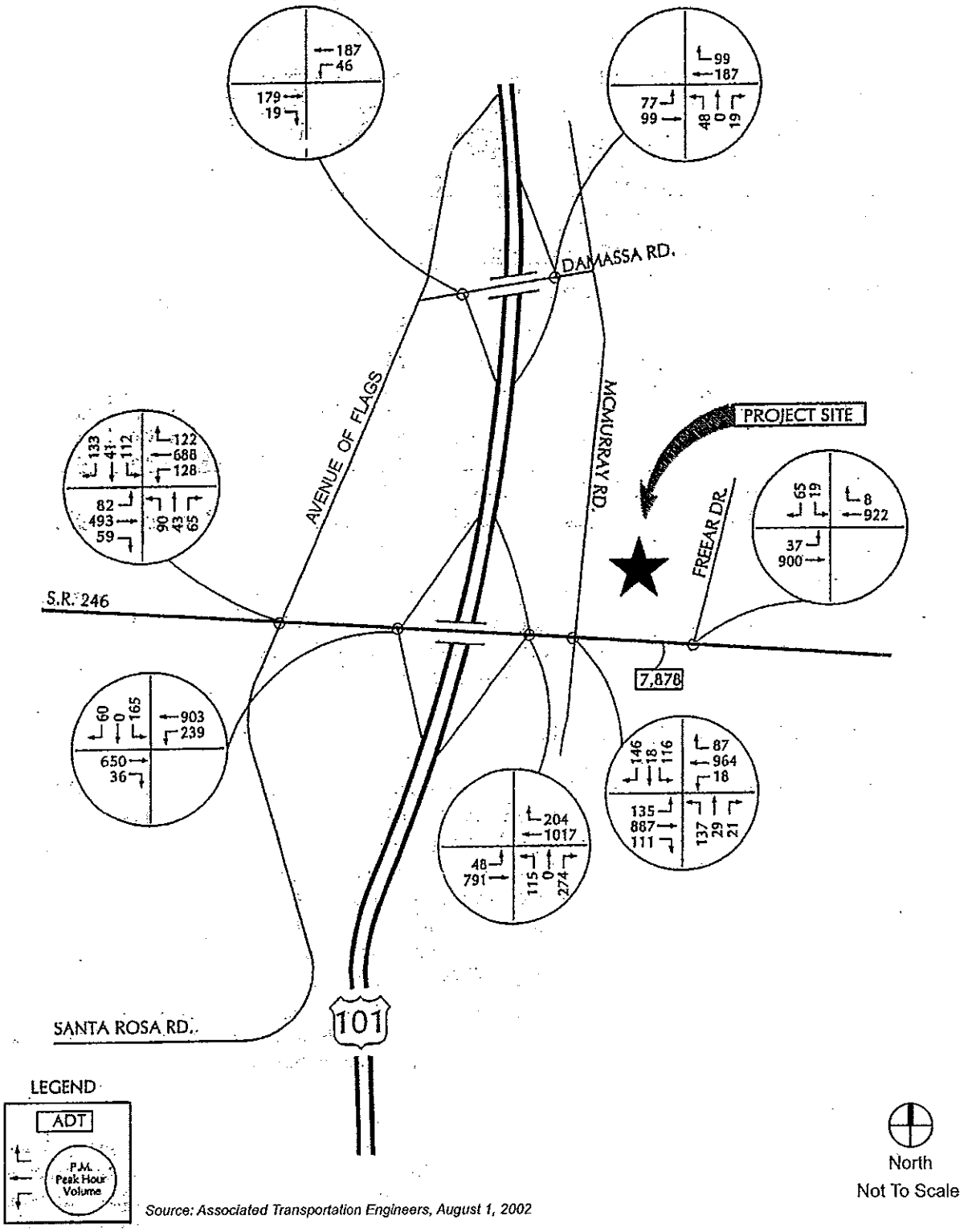
Figure 4.5-3



Source: Associated Transportation Engineers, August 1, 2002

Project-Added Traffic Volumes

Figure 4.5-4



Source: Associated Transportation Engineers, August 1, 2002

Existing + Project ADT and
PM Peak Hour Traffic Volumes

Figure 4.5-5

Residual Impacts. Impacts to the roadways and intersections in the study area would be less than significant.

Impact T-2 **The main Specific Plan site driveway is forecasted to operate at LOS D or worse. The internal roadway system proposed for the site could result in internal circulation conflicts as a result of the 36-foot roadway width and potential on-street parking. This would generate a Class II, *significant but mitigable,* impact.**

Site Access. Access to the site would be provided by three driveways on McMurray Road, two driveways on Highway 246, and emergency access via a dedicated easement connecting to Glennora Way through the single-family residential area directly east of the site. Access to the retail/commercial component of the Specific Plan would be provided via the driveways on McMurray Road and Highway 246. The general commercial and residential components of the Specific Plan would take access primarily from McMurray Road, while Highway 246 would be provide secondary access and Glennora Way would provide emergency access. The Specific Plan would construct frontage and driveway improvements along McMurray Road and Highway 246. Site driveways were designed to provide safe and efficient access and egress. The planned driveways would provide adequate spacing from the signalized Highway 246/McMurray Road intersection. However, the site access points to McMurray Road are not aligned with driveways on the opposite side of McMurray Road, which could result in conflicts for turning movements. This would be considered a potentially significant impact.

Given the existing and forecasted traffic volumes on Highway 246, the main site driveway would operate at LOS D or worse, thus creating significant delays for vehicles entering and exiting the retail/commercial component. The site has good access to McMurray Road. Therefore, since the Specific Plan provides attractive alternative driveways on McMurray Road, traffic may be drawn away from the Highway 246 driveways.

Internal Circulation. The proposed Specific Plan site would have an internal loop road that would provide internal circulation for the general commercial and residential components of the Specific Plan. The loop road as shown on the site plan would be 36 feet wide. The planned street width could result in internal vehicular conflicts between on-street two-way traffic and on-street parked vehicles. Additional conflicts could result from vehicles accessing and egressing driveways. This would be considered a potentially significant impact.

The proposed roadway connection from McMurray Road to Glennora Way would be a public street. The City's requirement is for a 60-foot right-of-way with a 40-foot roadway width, curb to curb. The final width would be determined during Plan processing by the Planning Commission and City Council. This roadway connection would be a gated emergency access.

The Specific Plan involves construction of improvements along the Highway 246 and McMurray Road frontages of the site. These improvements include, but are not limited to, installation of curbs, gutters, and sidewalks along the site frontage. In addition to frontage improvements on McMurray Road, the applicant will be required to complete the street to full street design standards. A full street design cross-section for McMurray Road is contained in Appendix E to this EIR.

Mitigation Measures. The following mitigation measures would reduce impacts from site access and circulation to a less than significant level.

T-2(a) **Internal Access Improvements.** The internal loop of the site road shall be posted "no parking" on one side of the road to reduce the potential for conflict between through vehicles and parked vehicles. As a means to improve site access and enhance on-site circulation, the internal circulation roads should be striped and signed in a manner consistent with the Manual on Uniform Traffic Control Devices.

Plan Requirements and Timing. Prior to issuance of building permits, the applicant shall denote internal access improvements on plans submitted to the Planning Department for review and approval. **Monitoring.** The Planning Department shall site inspect prior to occupancy clearance to ensure adequate internal access has been provided.

T-2(b) **Driveway Alignment.** The McMurray Road driveways should be aligned opposite the existing driveways to reduce potential conflicts. Aligning the Specific Plan site driveways with the existing opposing driveways would create an attractive draw away from Highway 246, which would reduce impacts at the Highway 246 access.

Plan Requirements and Timing. Prior to issuance of building permits, the applicant shall denote realigned driveways on plans submitted to the Planning Department for review and approval. **Monitoring.** The Planning Department shall site inspect prior to occupancy clearance to ensure adequate access has been provided.

Residual Impacts. Impacts would be reduced to a less than significant level with implementation of the above mitigation measures.

Impact T-3 **The proposed Specific Plan would provide a total of 926 on-site parking spaces. This would be sufficient to meet the overall parking requirements for the Specific Plan; however, the parking provided for the assisted living facility would not meet Code requirements. This is considered a Class II, *significant but mitigable,* impact.**

The Specific Plan would provide a total of 926 on-site parking spaces to be located throughout the development. Please refer to Figure 2-9 in Section 2.0, *Project Description*, for the parking plan. Due to the variation in peak parking accumulation and the interaction between the various land uses on-site, parking would be shared between the land uses. Table 4.5-7 summarizes the proposed and required parking for the Specific Plan.

The Specific Plan includes a combined 694 parking spaces for the retail/commercial center and general service/commercial center components. Based on the current City Zoning Ordinance requirement of one space per 500 square feet, the parking requirement for the 107,000 square foot retail/commercial center would be 214 spaces. The 80,000 square foot general service/commercial center would require 267 spaces, based on the City requirement of one

Table 4.5-7 Parking Supply for the Proposed Specific Plan

Land Use	Spaces Required	Spaces Provided
Retail Commercial: 107,000 SF McMurray Commercial: 80,000 SF **Subtotal**	Parking Requirement 1/500 SF Spaces = 214 Parking Requirement 1/300 SF Spaces = 267 **481**	**694**
Single Family Residential: 21 units Multi-Family Residential: 60 units **Subtotal**	Parking Requirement 2/Dwelling Spaces = 42 Parking Requirement 2/Dwelling Spaces Plus 1 Visitor Space for Each 5 Units = 132 **174**	57 137 **194**
Assisted Living: 75 beds **Subtotal**	Parking Requirement 1/Bed Spaces = 75 **75**	38 **38**
TOTAL	***730***	***926***

space per 300 square feet for business and professional uses. The proposed 694 parking spaces would exceed the City code requirements for these two components of the proposed Specific Plan.

The parking requirement for the 21 single-family dwellings would be 42 spaces in accordance with the City code requirement of two spaces per unit. The Plan would provide 57 parking spaces for the single-family residential component. Parking for these homes would be provided in a two-car garage for each home and would thus meet the requirements. Using the City code requirement of two spaces per dwelling for multi-family units plus one visitor space for every five units, the parking requirement for the multi-family component of the proposed Specific Plan would be 132 spaces. The Specific Plan proposes 137 spaces and therefore satisfies the parking requirement for the multi-family component.

The City Zoning Ordinance requires a minimum of one parking space per unit of assisted living space. Therefore, a total of 75 parking spaces would be needed for the proposed senior assisted living facility to meet City standards. The Specific Plan only proposes 38 spaces to serve this facility and therefore would not meet the code requirements. However, studies have shown that the parking demand at assisted living facilities and senior housing complexes are much lower than that required in the zoning ordinance, and other California municipalities have set lower standards for these types of senior housing developments. In many cases, rates of 0.5 spaces per assisted living unit and 1.3 spaces per senior housing unit are applied. Using a rate of 0.5 spaces per unit, a total of 38 parking spaces would be needed to serve the senior assisted living facilities, which would be met by the proposed parking. Nevertheless, as currently proposed, the Specific Plan would not include sufficient parking to serve the senior housing component.

Large trucks currently often park illegally along the McMurray Road site frontage. Proposed improvements along this site frontage would displace these trucks, which could result in large trucks parking elsewhere in the City or along other regional frontage roads with convenient freeway access. However, since these trucks are currently parked in a non-designated truck parking area, the displacement of these trucks would not be considered a significant parking impact.

Conclusion. The Specific Plan's total on-site parking supply of 926 spaces would be more than sufficient to meet the City Zoning Ordinance requirements for the overall Specific Plan. However, the parking requirements for the senior assisted living facility would not be met. Sufficient parking for this component could be provided by redistributing some of the parking

spaces throughout the development. Parking that is designated for the commercial areas could be reduced while the parking in the residential areas could be increased. However, as currently proposed, the Specific Plan would result in potentially significant impacts related to parking.

Mitigation Measures. The following measure is required to reduce parking impacts associated with implementation of the proposed Specific Plan.

T-3(a) **Parking Spaces.** The applicant shall redistribute parking spaces such that 75 spaces are provided for the senior assisted living facility.

Plan Requirements and Timing. Prior to issuance of building permits, the applicant shall denote redistributed parking areas on plans submitted to the Planning Department for review and approval. **Monitoring.** The Planning Department shall site inspect prior to occupancy clearance to ensure sufficient parking has been provided.

Residual Impacts. Specific Plan parking impacts would be reduced to a less than significant level with the provision of parking spaces in accordance with City standards.

Impact T-4 **The proposed Specific Plan would provide sufficient parking supply to meet the estimated peak weekday parking demand. This is considered a Class III, *less than significant,* impact.**

In order to determine the peak weekday parking demands associated with the proposed Specific Plan, parking rates from the Institute of Transportation Engineers (ITE) *Parking Generation* manual were reviewed. Table 4.5-8 presents the peak parking demands for Specific Plan.

Table 4.5-8 Specific Plan Peak Parking Demand

Land Use	Parking Requirement	Spaces Required	Spaces Provided
Retail Commercial: 107,000 SF Research and Development: 80,000 SF	3.23 spaces/1000 SF - ITE Rates 3.84 spaces/1000 SF - ITE Rates	346 307	711
Single Family: 21 dwelling Multi-Family: 60 dwellings	No ITE Rates 1.04 spaces/Dwelling - ITE Rates	NA 62	57 122
Assisted Living: 75 beds	0.28 spaces/Bed - ITE Rates	21	38
	TOTAL	***736***	***928***

NA = Not applicable

Based on the above table, the proposed Specific Plan would supply sufficient parking to meet peak weekday parking demands. Therefore, impacts would be less than significant.

Mitigation Measures. No mitigation measures are required.

Residual Impacts. Impacts would be less than significant.

d. Cumulative Impacts. Implementation of the proposed Specific Plan, in addition to other development in the Buellton area, would contribute to an increase in traffic volumes on area roadways. The "Buellton Redevelopment Plan Traffic and Circulation Study" prepared by ATE in 1993 evaluated traffic impacts on City roadways under cumulative General Plan buildout, and recommended roadway improvements to accommodate these traffic increases. As described in Impact Analysis item "b", above, the trip generation for the proposed Specific Plan was compared to that of the land uses evaluated in the Redevelopment Plan. The trip generation forecasted for Sub-Area #8 in the Redevelopment Plan is 12,923 ADT and 1,187 P.M. peak hour trips, compared to 5,322 ADT and 507 P.M. peak hour trips generated by the Oak Springs Village Specific Plan. Implementation of the proposed Specific Plan would generate fewer trips than the Redevelopment Plan due to the proposed changes in land use and the decrease in commercial square footage. Therefore, the trips generated by the Specific Plan would be accommodated with the roadway improvements planned for City General Plan buildout conditions. The City of Buellton requires all new development to pay traffic impact mitigation fees to offset any cumulative incremental impacts traffic generated by the proposed Specific Plan land uses may have on the circulation system. With payment of these fees, cumulative impacts would not occur.

4.5.3 Congestion Management Program Analysis

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact guidelines to assess impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. According to the CMP, local agencies must ensure that the scope of any traffic analysis performed for the environmental review process required under CEQA includes assessment of project-related impacts on the CMP system if total trip generation exceeds 50 peak hour or 500 daily trips.

The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

1. For any roadway or intersection operating at LOS A or B, a decrease of two levels of service resulting from the addition of project-generated traffic.

2. For any roadway or intersection operating at LOS C, project-added traffic that results in a LOS D or worse.

3. For intersections within the CMP system with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

4. For freeway or highway segments with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	100
LOS E	50
LOS F	50

Impact T-5 **The project would not generate significant project-specific or cumulative impacts to the CMP roadways or intersections in the area. Class III, *less than significant,* impacts would result.**

Highway 101 and Highway 246 are part of the CMP roadway system within the vicinity of the site. The project-specific analysis found that these roadways would continue to operate at LOS C or better with the addition of project traffic. The project would therefore not generate significant project-specific impacts to the CMP roadways in the area. In addition, the intersection of Highway 246/McMurray Road is part of the CMP network. The existing + project intersection analysis found that the intersection is forecast to operate at LOS B during the P.M. peak hour period, which is considered acceptable according to CMP standards. Less than significant, Class III, impacts would result.

Mitigation Measures. No mitigation measures are required.

Residual Impacts. Impacts are considered less than significant.

5.0 GROWTH INDUCING IMPACTS

Section 15126(g) of the *State CEQA Guidelines* requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. The Specific Plan's potential to induce growth is discussed in this section.

Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed Specific Plan's growth inducing potential is therefore considered significant if it could result in unavoidable significant effects in one or more environmental issue areas.

5.1 ECONOMIC GROWTH

The commercial components of the Specific Plan would directly generate jobs and economic activity. Using a factor of 500 building square feet per worker for commercial uses, the 187,000 square feet of commercial/retail/office development proposed would generate an estimated 372 jobs. A portion of the jobs would be expected to be filled by occupants of the residential components of the proposed Specific Plan. Although some jobs would likely be filled by current residents of Buellton and the Santa Ynez Valley, many of the new job opportunities would likely be filled by people relocating to the area. In this way, the proposed Specific Plan may indirectly generate population growth in the area. The number of relocatees and the location in which they would reside cannot be predicted with any certainty, but it is likely that the proposed Specific Plan would contribute to housing demand in the City of Buellton. This could increase pressure for additional housing development and/or tend to drive up housing prices.

Under the Specific Plan, circulation, water, sewer, and drainage infrastructure would be constructed to accommodate urban development on the site. This additional demand for services and multiplier-effect related economic growth is not expected to significantly impact the region, and the costs of such will be at least partially offset by the additional tax base, both in property and sales.

Based on current City household sizes (2.83 persons per single-family unit and 2.95 persons per multi-family unit; U.S. Census 2000), the residential components of the Specific Plan, which include 135 multi-family units (including the 75 proposed senior units) and 21 single-family units, would be expected to generate 463 residents. The estimated 463 residents that would be added on the site would incrementally increase activity in nearby retail establishments and may generate demand for such services as landscaping, gardening, and home cleaning and maintenance. Specific Plan site residents are expected to draw on existing retail and commercial services already available in the area, as well as such services available on the Specific Plan site, rather than inducing new service providers to relocate to the area. As a result, no significant physical effects are expected to result from economic growth generated by the proposed Specific Plan. In a general sense, the proposed Specific Plan is expected to have beneficial economic effects on local retailers and service providers.

Mitigation Measures. None required.

Residual Impacts. No unavoidable significant environmental impacts relating to economic growth are anticipated.

5.2 POPULATION GROWTH

In 2001, the population of the City increased 1.5 percent from the previous year. The proposed Specific Plan involves 135 multi-family residential units (including senior housing units) and 21 single-family residential units. Based on current City household sizes (2.83 persons per single-family unit and 2.95 persons per multi-family unit; U.S. Census 2000), the residential components of the Specific Plan, would be expected to generate 463 residents. This population increase represents about 12% of the current City population of 3,980 (California Department of Finance, January 1, 2002).

To the extent that commercial development in the City of Buellton has generally progressed to the east along Highway 246 and McMurray Road over time, the proposed Specific Plan can be viewed as an extension of this growth trend. Although buildout of the Specific Plan would not substantially affect the overall City population, it involves the development of a currently undeveloped semi-rural area. It could therefore set a precedent for similar development in the general area. In this way, the proposed Specific Plan could indirectly induce growth in nearby rural locations, in accordance with County General Plan land use designations for these areas. On the other hand, the site is surrounded by existing urban land uses to the east, south and west, and would represent infill urban development. In addition, the site is currently designated for urban (i.e., General Commercial) use in the City General Plan.

The impacts of other similar development would depend upon the location and magnitude of such development, although the types of impacts would likely be similar to those of the proposed project. Environmental areas that could experience significant effects if similar development were to occur elsewhere in the vicinity include agriculture, biological resources, and aesthetics. Such impacts would be addressed on a case-by-case basis as individual development projects are proposed.

Mitigation Measures. None required.

Residual Impacts. No unavoidable significant environmental impacts relating to population growth are anticipated.

5.3 REMOVAL OF OBSTACLES TO GROWTH

The site as currently zoned and designated under the City General Plan could accommodate general commercial development. Currently, land use and zoning controls would limit growth potential in the area. However, these are political barriers to growth that can be changed, as land use and zoning controls can be amended to be less restrictive. If these actions occurred, the growth potential of the area would increase. Because the site is currently not developed with urban uses, it would require the extension of urban infrastructure to serve planned development. New infrastructure that would be required includes new roads serving the site and the addition

of drainage facilities. The potential for each of these types of infrastructure to induce growth is discussed below.

Road Extensions. Access to the site would be from McMurray Road, which is a two-lane roadway adjacent to the site. The proposed internal road system consists of a series of local roads designed specifically to serve site development, and one gated emergency access road that would connect McMurray Road and Glennora Way (see Figure 2-8 of Section 2.0, *Project Description*). None of the internal roads are designed to serve additional development. Therefore, although extensions of planned roads to other portions of the site or off-site areas could occur, the current circulation system would not easily accommodate such extensions. The potential for the proposed internal road system to induce additional growth either on-site or off-site is limited.

Drainage Infrastructure. The proposed Specific Plan includes new drainage infrastructure to handle the increase in stormwater flow that would be created by on-site development. New facilities are anticipated to be sized to meet the needs of future on-site development. However, if these are overbuilt, they could accommodate additional or more intensive development on-site or at off-site upstream locations at some point in the future, thereby removing an obstacle to future growth.

Mitigation Measures. The following mitigation measure would reduce the potentially significant physical effects associated with growth that the proposed Specific Plan could indirectly induce by limiting the potential for the Specific Plan to induce growth in the area:

GI-1(a) **Infrastructure Capacity Limitations.** Water and drainage infrastructure that serves the Specific Plan land uses shall be sized to meet only the demands of the Plan itself.

Plan Requirements and Timing: Public Works shall review proposed water line extensions prior to approval of initial building permits.
Monitoring: Public Works shall review plans for water line and drainage infrastructure extensions prior to construction and field inspect lines for compliance prior to occupancy dwelling units.

Residual Impacts. With the above measure, the potential to induce further growth would be reduced to a less than significant level.

6.0 ALTERNATIVES

As required by Section 15126(d) of the *State CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed Specific Plan that could feasibly achieve similar objectives. The discussion focuses on alternatives that may be able to reduce many of the adverse impacts associated with the proposed Specific Plan. Included in this analysis is an alternative that involves implementation of a plan with land uses that comply the current zoning designation of General Commercial, an alternative that is identical to the Buellton Business Park plan previously proposed on the site, a modified plan that emphasizes residential uses on the site, and the CEQA-required "no project" alternative. These are summarized below, and subsequently discussed in greater detail within the impact analysis for each alternative:

- Alternative 1: No Project, No Development
- Alternative 2: No Project, Current Zoning
- Alternative 3: Buellton Business Park Plan
- Alternative 4: Modified Plan

The California Supreme Court, in *Citizens of Goleta Valley v. Board of Supervisors* (1990), indicated that a discussion of alternative sites is needed if the project "may be feasibly accomplished in a successful manner considering the economic, environmental, social, and technological factors involved" at another site.

As suggested in *Goleta*, several criteria form the basis of whether alternative sites need to be considered in detail. These criteria take the form of the following questions:

1. *Could the size and other characteristics of another site physically accommodate the project?*
2. *Is another site reasonably available for acquisition?*
3. *Is the timing of carrying out development on an alternative site reasonable for the applicant?*
4. *Is the project economically feasible on another site?*
5. *What are the land use designation(s) of alternative sites?*
6. *Does the lead agency have jurisdiction over alternative sites?* and
7. *Are there any social, technological, or other factors which may make the consideration of alternative sites infeasible?*

Based on discussions between the applicant and City staff, an alternative site is not evaluated in this EIR because there is no other comparable site available to the applicant where the proposed Specific Plan objectives could be accomplished.

6.1 ALTERNATIVE 1: No Project, No Development

6.1.1 Description

This option assumes that the proposed Specific Plan land uses and improvements are not constructed, and that the site remains in its current state of open space. If the proposed Specific Plan were not implemented, it is assumed that the areas of the site planned for development would remain vacant, although it would not preclude future development on the site. This site is zoned and designated under the General Plan as General Commercial (CR). Consequently,

development of the site in accordance with this designation could eventually be constructed, even if a no project scenario is implemented at this time.

6.1.2 Impact Analysis

With the implementation of the No Project, No Development Alternative, the site would remain vacant. Since development would not occur on the site, impacts related to construction and long-term site disturbances, such as biological resources, cultural resources, geology and soils, hydrology and water quality, and aesthetics impacts, would not occur. In addition, since no residents would be on the site, impacts based on a per capita generation would be less than significant. These issues include transportation, air quality, noise, public services, and utilities. Because no residential development would occur, no residents or property would be subject to hazards.

The current availability of water would not be changed and the discharge of wastewater associated with urban-related runoff would not occur in the absence of development. The No Project, No Development alternative would not result in impacts related to the conversion of agricultural lands or areas containing prime soils.

Overall, impacts for the No Project, No Development alternative would be less than the currently proposed Specific Plan.

6.2 ALTERNATIVE 2: No Project, Current Zoning

6.2.1 Description

This option assumes that the proposed Specific Plan is not implemented, and that development of the site under the existing zoning designation of General Commercial (CR) is implemented in accordance with all applicable City policies. Under this alternative, it is assumed that the site would contain 367,000 square feet of commercial development in a single shopping center, with associated parking and facilities. This alternative would provide areas to serve community retail business and commercial needs including stores and shops in a shopping center, supplying commodities for the residents of the community. Five percent of the site would be landscaped. Building heights would not exceed 35 feet. One parking space per 500 square feet of gross floor area would be provided, for a total of 734 spaces. This alternative would involve no residential development.

6.2.2 Impact Analysis

The elimination of dwelling units on the site would eliminate impacts related to the compatibility of on-site residential and commercial uses, as well as impacts related to the exposure of new residents to existing hazards. However, the increased amount of commercial retail development (300,000 square feet compared to 187,000 square feet with the proposed Specific Plan) would result in greater impacts related to per-square-foot generation. This alternative and the proposed Specific Plan would result in a similar amount of site disturbance and impervious surfaces. Therefore, impacts related to biological resources, cultural resources,

geology and soils, and hydrology and water quality would be similar under this alternative when compared to the Specific Plan. Except for the issues noted, impacts would be similar to those expected for the proposed Specific Plan.

Aesthetics. Implementation of this alternative would result in fewer residential units but more commercial development, when compared to the proposed Specific Plan land uses. This alternative could feature greater structural setbacks from Highway 246 and McMurray Road, which would reduce visual impacts from these public viewpoints. Building heights would be similar under both this alternative and the proposed Specific Plan. This alternative would involve development of a single large shopping center in one building, which due to building massing would be more visually prominent than the separate structures in the Specific Plan. In addition, this alternative would involve a greater parking lot area and associated lighting. Therefore, this alternative could potentially result in greater aesthetic impacts than the proposed project.

Agricultural Resources. As with the proposed Specific Plan, this alternative would convert the on-site prime soils areas to urban uses, and would preclude future agricultural operations on the site. Since this alternative involves no sensitive residential uses, this alternative would result in fewer impacts related to potential conflicts concerning potential residual quantities of agricultural chemicals in on-site soils. Therefore, agricultural resources impacts would be reduced when compared to the proposed Specific Plan.

Air Quality. Since the construction period and area of site disturbance would be similar to the proposed Specific Plan, this alternative would result in similar less than significant impacts related to construction air contaminant emissions. Under this alternative, trip generation from the site would be greater than with the proposed Specific Plan land uses, because the added trips associated with the increase in commercial floor area would outweigh the trip reduction from the elimination of residential units. Therefore, air emissions associated with traffic would be increased under this alternative when compared to the Specific Plan land uses. As with the proposed Specific Plan, air contaminant emissions under this alternative would be significant and unavoidable. Therefore, air quality impacts under this alternative would be worse than the proposed Specific Plan.

Noise. Since the construction period and area of site disturbance would be similar to the proposed Specific Plan, this alternative would result in similar significant but mitigable impacts related to construction noise emissions. Since the commercial buildings under this alternative would have a rear setback of 25 feet, in accordance with CR zoning district requirements, the additional commercial area under this alternative could result in greater operational noise emissions that could adversely affect adjacent sensitive residential receptors. However, since this alternative eliminates residential uses on the site, this alternative would also eliminate impacts related to the exposure of site residents to on-site operational noise and vehicle noise generated from McMurray Road. With this alternative, trip generation from the site would be greater than with the proposed Specific Plan land uses, because the added trips associated with the increase in commercial floor area would outweigh the trip reduction from the elimination of residential units. Therefore, noise impacts associated with traffic would be increased under this alternative when compared to the proposed Specific Plan. As a result, noise impacts under this alternative would be both better and worse than the proposed Specific Plan.

Transportation and Circulation. Under this alternative, trip generation from the site would be greater than with the proposed Specific Plan land uses, because the added trips associated with the increase in commercial floor area would outweigh the trip reduction from the elimination of residential units. This alternative would result in 12,601 ADT and 1,098 peak hour trips (when accounting for a 20% reduction for pass-by trips). Therefore, overall impacts on the study area roadway system would be increased under this alternative when compared to the proposed Specific Plan. Although this alternative would have greater impacts than the Specific Plan at study area roadway segments and intersections, this alternative, like the proposed Specific Plan, would likely not result in significant impacts at any study area roadways or intersections.

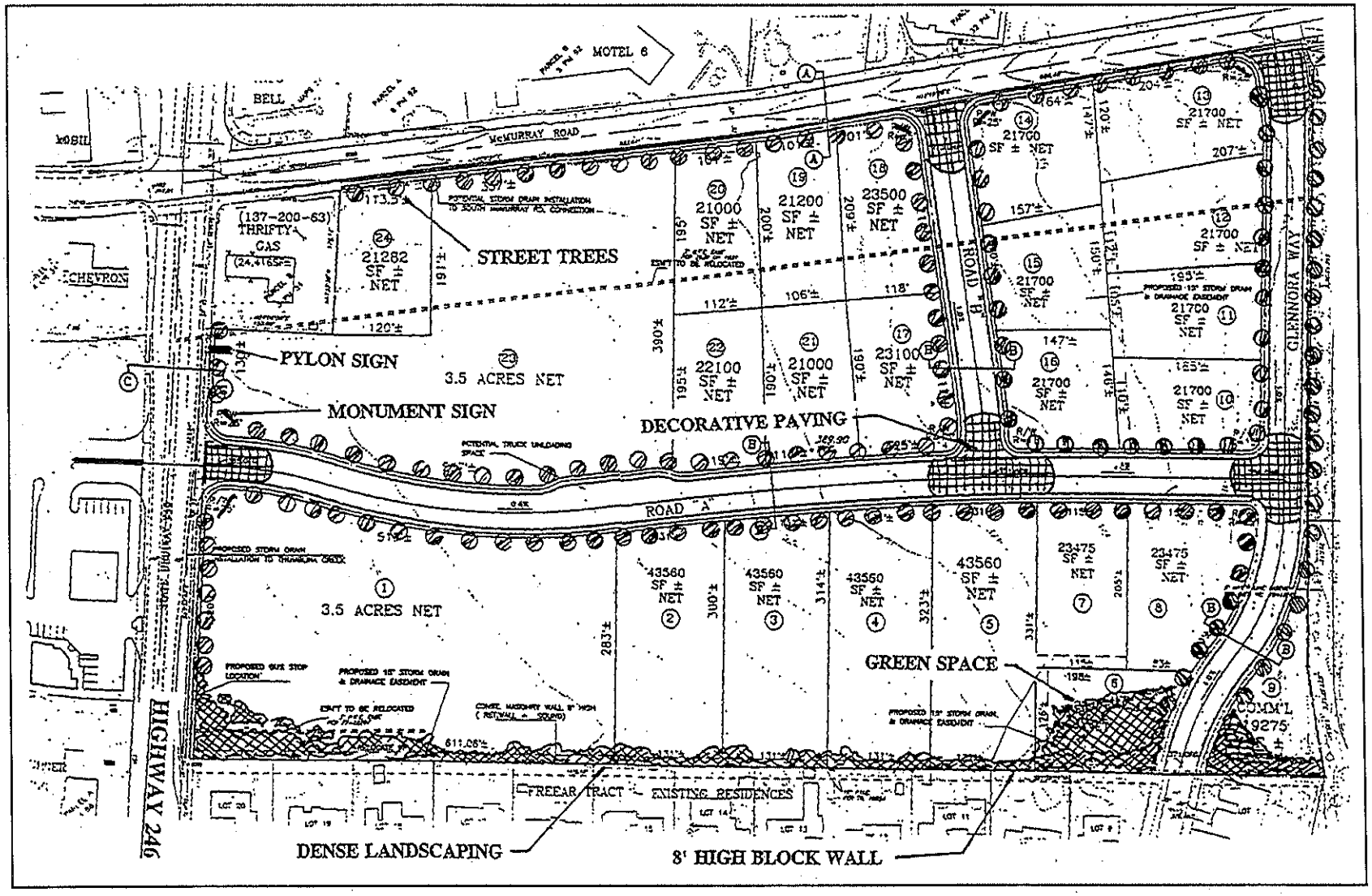
6.3 ALTERNATIVE 3: Buellton Business Park Plan

6.3.1 Description

This scenario analyzes an alternate site plan that is identical to the previously proposed Buellton Business Park (Tentative Tract 31010). A Mitigated Negative Declaration was prepared pursuant to CEQA for the Buellton Business Park in August 1997. This alternative involves the creation of a 24 lot commercial subdivision (business park) that would accommodate commercial uses such as auto dealerships, restaurants, highway commercial uses and retail businesses (refer to Figure 6-1). Specifically, this alternative involves 235,550 square feet of general commercial uses, and 8.33 gross acres of auto dealerships. Development of this alternative would occur in a single phase. As with the proposed Specific Plan, this alternative includes a gated emergency access roadway connection between McMurray Road and Glennora Way. This alternative would involve one access from Highway 246 and one access from McMurray Road.

6.3.2 Impact Analysis

This alternative was designed to compare impacts of a previously proposed plan on the site with impacts identified with the proposed Specific Plan and outlined in Section 4.0 of this EIR. The elimination of dwelling units on the site would eliminate impacts related to the compatibility of on-site residential and commercial uses, as well as impacts related to the exposure of new residents to existing hazards. However, the increased amount of commercial retail development (235,550 square feet and 8.33 acres of auto dealerships, compared to 187,000 square feet with the proposed Specific Plan) would result in greater impacts related to per-square-foot generation. This alternative and the proposed Specific Plan would result in a similar amount of site disturbance and impervious surfaces. Therefore, impacts related to biological resources, cultural resources, geology and soils, and hydrology and water quality would be similar under this alternative when compared to the Specific Plan. Except for the issues noted, impacts would be similar to those expected for the proposed Specific Plan.



North

Source: Sid Goldstien, Civil Engineering, July 31, 1997

Alternative 3: Buellton Business Park Plan

Figure 6-1

City of Buellton

Aesthetics. Implementation of this alternative would result in fewer residential units but more commercial development, when compared to the proposed Specific Plan land uses. This alternative could feature smaller structural setbacks from Highway 246 and McMurray Road, which would increase visual impacts from these public viewpoints. Building heights would be similar under both this alternative and the proposed Specific Plan. This alternative would involve development of an auto dealership, which could result in additional visual impacts related to lighting. This alternative would feature 24 separate commercial lots, which would result in less visually intrusive building massing when compared to the Specific Plan. This alternative would feature less overall landscaping when compared to the Specific Plan, and would therefore soften views of the site less than the Specific Plan. Therefore, aesthetic impacts under this alternative would be both better and worse than under the proposed Specific Plan.

Agricultural Resources. As with the proposed Specific Plan, this alternative would convert the on-site prime soils areas to urban uses, and would preclude future agricultural operations on the site. Since this alternative involves no sensitive residential uses, this alternative would result in fewer impacts related to potential conflicts concerning potential residual quantities of agricultural chemicals in on-site soils. Therefore, agricultural resources impacts would be reduced when compared to the proposed Specific Plan.

Air Quality. Since the construction period and area of site disturbance would be similar to the proposed Specific Plan, this alternative would result in similar less than significant impacts related to construction air contaminant emissions. Under this alternative, trip generation from the site would be greater than with the proposed Specific Plan land uses, because the added trips associated with the increase in commercial floor area and the auto dealership use would outweigh the trip reduction from the elimination of residential units. Therefore, air emissions associated with traffic would be increased under this alternative when compared to the Specific Plan land uses. As with the proposed Specific Plan, air contaminant emissions under this alternative would be significant and unavoidable. In addition, as with the proposed specific Plan, this alternative would be inconsistent with the 2001 Clean Air Plan (CAP), which would be considered a significant and unavoidable impact. Therefore, air quality impacts under this alternative would be worse than the proposed Specific Plan.

Noise. Since the construction period and area of site disturbance would be similar to the proposed Specific Plan, this alternative would result in similar significant but mitigable impacts related to construction noise emissions. The additional commercial area and auto dealership use under this alternative could result in greater operational noise emissions that could adversely affect adjacent sensitive residential receptors. However, since this alternative eliminates residential uses on the site, this alternative would also eliminate impacts related to the exposure of site residents to on-site operational noise and vehicle noise generated from McMurray Road. Under this alternative, trip generation from the site would be greater than with the proposed Specific Plan land uses, because the added trips associated with the increase in commercial floor area and auto dealership use would outweigh the trip reduction from the elimination of residential units. Therefore, noise impacts associated with traffic would be increased under this alternative when compared to the proposed Specific Plan. As a result, noise impacts under this alternative would be both better and worse than the proposed Specific Plan.

Transportation and Circulation. Under this alternative, trip generation from the site would be greater than with the proposed Specific Plan land uses, because the added trips associated with the increase in commercial floor area and auto dealership use would outweigh the trip reduction from the elimination of residential units. This alternative would result in 8,248 ADT and 717 peak hour trips. Therefore, overall impacts on the study area roadway system would be increased under this alternative when compared to the proposed Specific Plan. Although this alternative would have greater impacts than the Specific Plan at study area roadway segments and intersections, this alternative, like the proposed Specific Plan, would likely not result in significant impacts at any study area roadways or intersections.

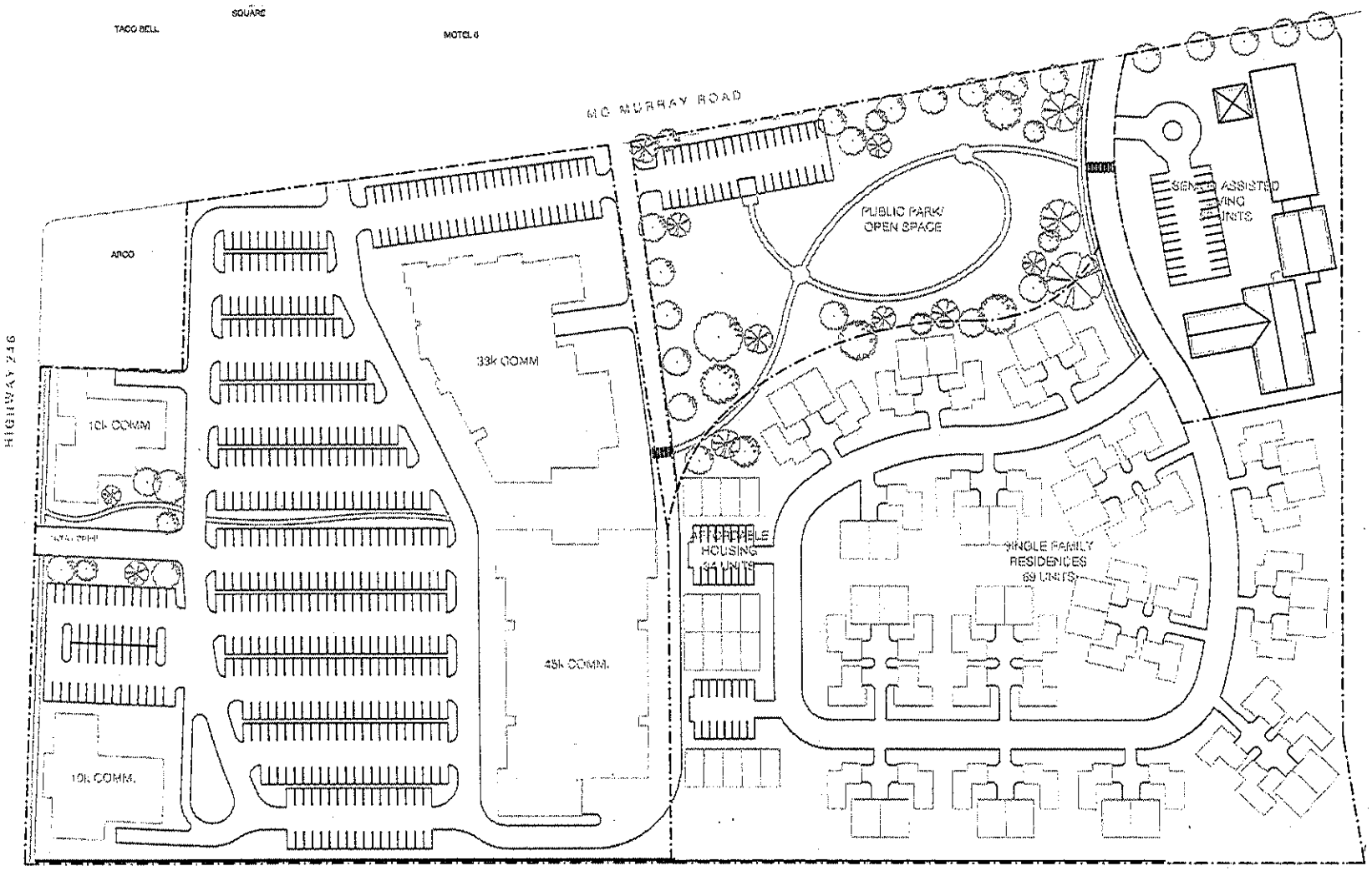
6.4 ALTERNATIVE 4: Modified Plan

6.4.1 Description

This scenario analyzes an alternate site plan for the Specific Plan. The overall amount of site disturbance of this alternative would be the same as for the proposed Specific Plan. The main difference between the proposed Specific Plan and this alternative is that this alternative would increase the amount of residential development planned for the site, such that the site would accommodate 69 single-family residential units, 34 multi-family residential units, and 50 senior assisted living residential units (refer to Figure 6-2). In addition, this alternative would feature a reduction in commercial gross floor area of about 50%, to 98,000 square feet. Similar to the proposed Specific Plan, this alternative would include two commercial structures along the southern site boundary adjacent to Highway 246, and two larger commercial structures in the central portion of the site (refer to Figure 6-2). Residential units under this alternative would be clustered in the northern and eastern portions of the site. This alternative would feature similar landscaping improvements and Highway 246 and McMurray Road frontage improvements, when compared to the proposed Specific Plan. This alternative would include a larger, 2.8 acre public park/open space component, located in the western portion of the site. This alternative would involve one access from Highway 246 and three access points from McMurray Road. As with the proposed Specific Plan, future development under this alternative would be phased.

6.4.2 Impact Analysis

This alternative was designed to evaluate an alternate mixed use concept that emphasizes residential development. The number of dwelling units would be increased, so impacts based on per capita generation would be greater than with the proposed Specific Plan. However, the reduced amount of commercial retail development (98,000 square feet, compared to 187,000 square feet with the proposed Specific Plan) would result in reduced impacts related to per-square-foot generation. This alternative and the proposed Specific Plan would result in a similar amount of site disturbance and impervious surfaces. Therefore, impacts related to biological resources, cultural resources, geology and soils, and hydrology and water quality would be similar under this alternative when compared to the Specific Plan. Except for the issues noted, impacts would be similar to those expected for the proposed Specific Plan.



RESIDENTIAL	COMMERCIAL	ACREAGE
34 MULTIFAMILY	98,000 S.F.	COMM 9.8
69 SINGLE FAMILY		RESIDENTAIL 8.4
50 SENIOR		SENIOR 1.5
		PARK 2.8

0 80' 160'

Alternative 4: Modified Plan

Figure 6-2

Source: Hochhauser Blatter Architecture and Planning, July 2002

Aesthetics. Implementation of this alternative would result in more residential units but less commercial development, when compared to the proposed Specific Plan land uses. This alternative could feature greater structural setbacks from Highway 246 and McMurray Road, which would reduce visual impacts from these public viewpoints. Building heights would be similar under both this alternative and the proposed Specific Plan. This alternative would feature smaller commercial uses, which would result in less visually intrusive building massing when compared to the Specific Plan. However, this alternative includes a larger parking area than the proposed Specific Plan. Therefore, aesthetic impacts under this alternative would be both better and worse than under the proposed Specific Plan.

Agricultural Resources. As with the proposed Specific Plan, this alternative would convert the on-site prime soils areas to urban uses, and would preclude future agricultural operations on the site. Since this alternative involves a greater number of residential uses, this alternative would result in greater impacts related to potential conflicts concerning potential residual quantities of agricultural chemicals in on-site soils. Therefore, agricultural resources impacts would be increased when compared to the proposed Specific Plan.

Air Quality. Since the construction period and area of site disturbance would be similar to the proposed Specific Plan, this alternative would result in similar less than significant impacts related to construction air contaminant emissions. Under this alternative, trip generation from the site would be reduced when compared to the proposed Specific Plan land uses, because the trip reduction associated with the decrease in commercial floor area would outweigh the additional trips associated with the additional residential units. Therefore, air emissions associated with traffic would be decreased under this alternative when compared to the Specific Plan land uses. Nevertheless, as with the proposed Specific Plan, air contaminant emissions under this alternative would be significant and unavoidable. Even though the emissions under this alternative would still result in significant and unavoidable air quality impacts, they would be less severe under this alternative than the proposed Specific Plan.

Noise. Since the construction period and area of site disturbance would be similar to the proposed Specific Plan, this alternative would result in similar significant but mitigable impacts related to construction noise emissions. The reduced commercial area under this alternative could result in a reduction in operational noise emissions that could adversely affect adjacent sensitive residential receptors. However, since this alternative increases the number of residential units on the site, this alternative would increase impacts related to the exposure of site residents to on-site operational noise and vehicle noise generated from McMurray Road. With this alternative, trip generation from the site would be reduced when compared to the proposed Specific Plan land uses, because the trip reduction associated with the decrease in commercial floor area would outweigh the additional trips associated with the additional residential units. Therefore, noise impacts associated with traffic would be reduced under this alternative when compared to the proposed Specific Plan. As a result, noise impacts under this alternative would be both better and worse than the proposed Specific Plan.

Transportation and Circulation. Under this alternative, trip generation from the site would be reduced when compared to the proposed Specific Plan land uses, because the trip reduction associated with the decrease in commercial floor area would outweigh the additional trips associated with the additional residential units. Therefore, overall impacts on the study area

roadway system would be decreased under this alternative when compared to the proposed Specific Plan.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

This section evaluates the findings for the proposed Specific Plan and the four alternatives under consideration. It then identifies the environmentally superior alternative for each issue area, as shown on Table 6-1. If the No Project Alternative is identified as the Environmentally Superior Alternative for a given issue area, the development scenario among the remaining alternatives that produces the fewest impacts is noted, in accordance with CEQA. In addition, the table shows whether each alternative's environmental impact is greater, lesser, or similar to the proposed Specific Plan for each issue area.

Table 6-1. Alternative Impact Comparison

Issue	Proposed Plan	Alt. 1 *(No Project, No Development)*	Alt. 2 *(No Project, Current Zoning)*	Alt. 3 *(Buellton Business Park Plan)*	Alt. 4 *(Modified Plan)*
Aesthetics	=	+	-	+/-	+/-
Agriculture	=	+	+	+	-
Air Quality	=	+	-	-	+
Noise	=	+	+/-	+/-	+/-
Transportation	=	+	-	-	+
Overall	**=**	**+**	**-**	**+/-**	**+**

- *Inferior to the proposed plan*
+ *Superior to the proposed plan*
+/- *Characteristics both better and worse than the proposed plan*
= *Similar impact to the proposed plan*

The No Project Alternative is considered environmentally superior overall, since no development that could result in significant environmental impacts would occur. However, the No Project Alternative would not preclude future development on the site. The current land use designation that governs these sites would keep the possibility of development open, pursuant to the City General Plan and zoning ordinance.

Among the other development alternatives, Alternative 4 stands out as particularly superior to the proposed Specific Plan.

Alternative 2 (No Project, Current Zoning Alternative) is considered environmentally superior for one of the five issue areas (i.e., agriculture). Its most positive attributes are that it eliminates residential uses, which would eliminate impacts related to the exposure of future site residents to agricultural impacts associated with residual quantities of agricultural chemicals in on-site soils. However, this alternative would result in a substantially greater number of vehicle trips, and associated air contaminant and noise emissions, when compared to the proposed Specific

Plan. Therefore, overall this alternative would be considered environmentally inferior to the proposed Specific Plan.

Alternative 3 (Buellton Business Park Plan Alternative) is also considered environmentally superior with respect to agriculture, since this alternative also eliminates residential uses from the site. However, as with Alternative 2, this alternative would result in a greater number of vehicle trips, and associated air contaminant and noise emissions, when compared to the proposed Specific Plan. Therefore, overall this alternative would have characteristics that are both better and worse than the proposed Specific Plan.

Alternative 4 (Modified Plan Alternative), which involves more residential units and less commercial development, would be considered environmentally superior in regard to two of the five issue areas (i.e., air quality, and transportation). This alternative would result in a smaller number of vehicle trips, and associated air contaminant and noise emissions, when compared to the proposed Specific Plan. In addition, this alternative would feature greater structural setbacks from Highway 246 and McMurray Road and less visually intrusive building massing when compared to the Specific Plan. However, since this alternative would involve addition residential units, impacts with respect to agriculture would be greater, since more residents would be exposed to potential hazards related to residual quantities of agricultural chemicals in on-site soils.

7.0 SIGNIFICANT IRREVERSIBLE CHANGES

The environmental effects of the proposed project are discussed in Section 4.0 of this EIR and are summarized in the executive summary. Section 15126.2(c) of the State CEQA Guidelines requires a discussion of "significant irreversible environmental changes which would be caused by the proposed project should it be implemented. Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as a highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Construction and use of the proposed residential and commercial uses would irreversibly commit construction materials and non-renewable energy resources to the purposes of the Specific Plan. These energy resource demands would be used for construction, heating and cooling of buildings, transportation of people and goods, as well as lighting and other associated energy needs. Non-renewable and slowly renewable resources used by the Specific Plan land uses and improvements would include, but are not limited to, lumber and other forest products; sand and gravel; asphalt; petrochemical construction materials; steel; copper; lead and other metals, water; etc. A marginal increase in the commitment of facility maintenance services would also be required. Primary Specific Plan impacts related to consumption of non-renewable and slowly renewable resources are considered to be less than significant because Specific Plan buildout would not use unusual amounts of energy or construction materials.

The proposed Specific Plan could induce development as a result of removal of obstacles to growth. This could result in secondary environmental impacts (e.g., additional noise and traffic), and may increase the use of nonrenewable resources and energy to serve new development. However, as described in Section 5.0, *Growth Inducing Impacts*, the nature and magnitude of such impacts are speculative, and would be largely a function of local agency control, prevailing community attitudes, and future market conditions. In addition, the site is surrounded by existing urban development to the west, south, and east. Therefore, future development in accordance with the Specific Plan would be considered infill development. The environmental impacts of any additional growth would depend upon the type, location, and magnitude of new development.

The incremental light and glare generated by the proposed land uses and the alteration of the aesthetic character of areas in the vicinity of the site from a semi-rural condition to a more urban condition would constitute a significant irreversible cumulative change. As described in Section 4.2, *Agricultural Resources*, the proposed Specific Plan land uses would permanently convert areas that could support crop production, as well as prime and non-prime agricultural soils, to urban uses, which would be considered a Class I, significant and unavoidable, impact. As described in Section 4.3, *Air Quality*, buildout of the proposed Specific Plan would result in the emission of air pollutants at levels that would exceed the APCD's significance thresholds for NO_X and ROC, and would plan for development of the site with residential uses that are not

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