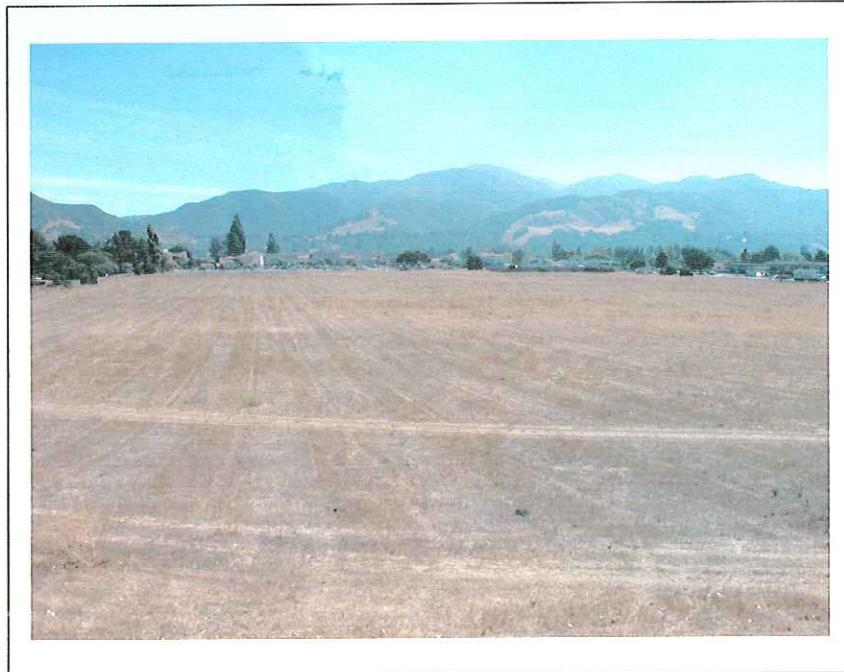


*Final*  
**ENVIRONMENTAL IMPACT REPORT**

**OAK SPRINGS VILLAGE  
SPECIFIC PLAN**



*Prepared by*  
**RINCON CONSULTANTS, INC.**  
**1530 MONTEREY STREET, SUITE D**  
**SAN LUIS OBISPO, CA 93401**

**FOR THE**  
**BUELLTON PLANNING DEPARTMENT**  
*May 2003*





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*Final*  
**Environmental Impact Report**  
**for**  
**Oak Springs Village Specific Plan**

State Clearinghouse No. 2002081018

*Prepared for:*  
**City of Buellton**  
**Planning Department**  
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May 2003





# Oak Springs Village Specific Plan Final EIR

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Revised Appendix C: Air Emission Calculations





## FINAL EIR COMMENTS and RESPONSES

### 9.1 INTRODUCTION

In accordance with § 15088 of the State California Environmental Quality Act (CEQA) Guidelines, the City of Buellton, as the lead agency, has reviewed the comments received on the Draft Environmental Impact Report (Draft EIR) for the Oak Springs Village Specific Plan and has prepared written responses to the written and verbal comments received. The DEIR was circulated for the required 45-day public review period, beginning January 10, 2003 and concluding February 24, 2003. The public comment period was subsequently extended an additional 10 days, which concluded on March 6, 2003. In addition, a public hearing regarding the Draft EIR was held on February 20, 2003 to discuss issues and concerns related to the environmental review of the Plan.

Each written comment that the City received is included in this Comments and Responses document. Responses to these comments have been prepared to address the environmental concerns raised by the commentors and to indicate where and how the EIR addresses pertinent environmental issues. The comment letters included herein were submitted by public agencies, citizens groups, and private citizens. Responses to summarized verbal public comments at the public hearing are also provided in this document.

The Draft EIR and this Comments and Responses report collectively comprise the Final EIR for the Oak Springs Village Specific Plan. Any changes made to the text of the Draft EIR correcting information, data or intent, other than minor typographical corrections or minor working changes, are noted in the Final EIR as changes from the Draft EIR. This Comments and Responses report consists of this introduction (Section 9.1), Draft EIR clarifications and modifications/errata sheet (Section 9.2), responses to verbal comments issued at the public hearings of February 20, 2003 and March 6, 2003 (Section 9.3), and comment letters and responses to comments (Section 9.4).

The focus of the responses to comment is the disposition of environmental issues that are raised in the comments, as specified by § 15088 (b) of the State CEQA Guidelines. Detailed responses are not provided to comments on the merits of the proposed Plan. However, when a comment is not directed to an environmental issue, the response indicates that the comment has been noted and forwarded to the appropriate decision-makers for review and consideration, and that no further response is necessary.

Where a comment results in a change to the EIR text, a notation is made in the comment indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by bold font (**bold font**) where text is added.





## 9.2 DRAFT EIR CLARIFICATIONS AND MODIFICATIONS/ERRATA

This section presents clarifications and modifications to information contained in the Draft EIR, based on the comments and responses presented in Sections 9.3 and 9.4 of this report. Additions are underlined and deletions are printed in strike-through type. These changes are organized by the sections contained in the Draft EIR. The numbers in parentheses preceding each item refer to the applicable comment number from the comments and responses discussion in Sections 9.3 and 9.4.

### Section 1.0, Introduction

(Comment 5B) The Draft EIR estimates of Specific Plan population generation, on page 1-17, have been revised as follows:

“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) and an assumption of 1.2 persons per senior unit, the residential components of the Specific Plan, which include ~~135~~ 60 multi-family units, ~~(including the 75 proposed senior units)~~ and 21 single-family units, would be expected to generate ~~463~~ 320 residents. This population increase represents about ~~12%~~ 8% of the current City population of 3,980 (California Department of Finance, January 1, 2002).”

### Section 2.0, Project Description

(Comment PH1-1) Page 2-13 of the Draft EIR has been revised as follows:

“Access. The Specific Plan site would be accessed by ~~four~~ three driveways on McMurray Road, two driveways along Highway 246, and an emergency access easement through the proposed residential area (refer to Figure 2-8).”

### Section 4.3, Air Quality

(Comment 3B) The revised air emissions model results are included as revised Appendix C. Tables 4.3-3 and 4.3-4 on page 4.3-6 of the Draft EIR have been revised as follows:

**Table 4.3-3 Mobile Source Emissions Associated with Proposed Project**

Emission Source	ROC (lbs/day)	NO <sub>x</sub> (lbs/day)	CO (ppm)	PM <sub>10</sub> (µg/m <sup>3</sup> )
Mobile (Traffic)*	<del>250.09</del> 120.08	<del>279.29</del> 132.09	<del>2,767.39</del> 1,311.43	<del>42.49</del> 5.90
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 <sub>x</sub> (lbs/day)	CO (ppm)	PM <sub>10</sub> (µg/m <sup>3</sup> )
Natural Gas Combustion**	<del>0.23</del> <b>0.21</b>	<del>3.09</del> <b>2.85</b>	<del>1.27</del> <b>1.17</b>	0.01
Consumer Products**	7.63	--	--	--
Mobile (Traffic)** (See Table 4.3-3)	<del>250.09</del> <b>120.08</b>	<del>279.29</del> <b>132.09</b>	<del>2,767.39</del> <b>1,311.43</b>	<del>42.49</del> <b>5.90</b>
Total	<del>257.95</del> <b>120.29</b>	<del>282.38</del> <b>134.94</b>	<del>2,768.66</del> <b>1,312.6</b>	<del>42.50</del> <b>5.91</b>
Exceeds APCD Threshold (240 lbs/day for ROC and NO <sub>x</sub> ; 80 lbs/day for PM <sub>10</sub> )?	Yes <b>No</b>	Yes <b>No</b>	NA	No

Note: See Appendix C for calculations.

\*\*Unmitigated emissions generated from URBEMIS 2001 for Windows.

In addition, the text of page 4.3-7 of the Draft EIR has been revised as follows:

“Combined mobile and stationary emissions generated from the proposed project would not exceed the APCD threshold of 240 pounds per day for ROC and NO<sub>x</sub>, but would not exceed or the 80 pounds per day threshold for PM<sub>10</sub>. Operational emissions resulting from vehicular traffic from the proposed project are estimated at ~~250.09~~ **120.08** pounds per day of ROG (which is functionally equivalent to ROC), and ~~279.29~~ **132.09** pounds per day of NO<sub>x</sub>. 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<sub>x</sub> and ROC. Therefore, the project is considered to have a potentially significant impact.”

(Comment 3E) The following discussion of potentially applicable APCD rules has been added to “Air Pollution Regulation” on page 4.3-3 of the Draft EIR:

“Pursuant to the California Health and Safety Code, the APCD maintains the authority to develop, adopt, and enforce air quality rules and regulations. While an APCD air quality rule can take many shapes, it often outlines requirements for specific activities such as open burning, incineration, gasoline storage, oil and gas processing, painting and refinishing, degreasing, dry cleaning, asphalt paving, and chrome plating. Several of these rules, including prohibitory rules and new source review regulations, may apply to the planned commercial uses on the Specific Plan site. Prohibitory rules that may apply to the Specific Plan commercial uses include rules regarding control of nitrogen oxides from boilers, steam generators and process heaters, and emissions of nitrogen oxides from large water heaters and small boilers. For example, APCD permits would be required for any single boiler that exceeds 5 million Btu per hour or a combination of boilers that exceed 5 million Btu per hour.

Stationary sources (e.g., businesses, utilities, government agencies, and universities) need an APCD permit before constructing, changing, replacing, or operating any equipment or process which may cause air pollution. The APCD permitting process consists of four steps: (1) an Authority to Construct (ATC) Permit; (2) a Source Compliance Demonstration Period (SCDP); (3) a Permit to Operate (PTO); and (4) Reevaluation every three years.”

(Comment 3G) Mitigation Measure AQ-3(i), on pages 4.3-12 and ES-10 of the Draft EIR, has been revised to include the following:

- "Diesel particulate emissions shall be reduced using EPA or California-certified and/or verified control technologies like particulate traps."

#### Section 4.4, *Noise*

(Comment PH1-4) Mitigation Measure N-1(a), on page 4.4-7 of the Draft EIR, has been revised as follows:

"N-1(a) Construction Equipment. All stationary construction equipment shall be located at least 300 feet from occupied on- and off-site residences **and the adjacent hotel structure west of the site** 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."

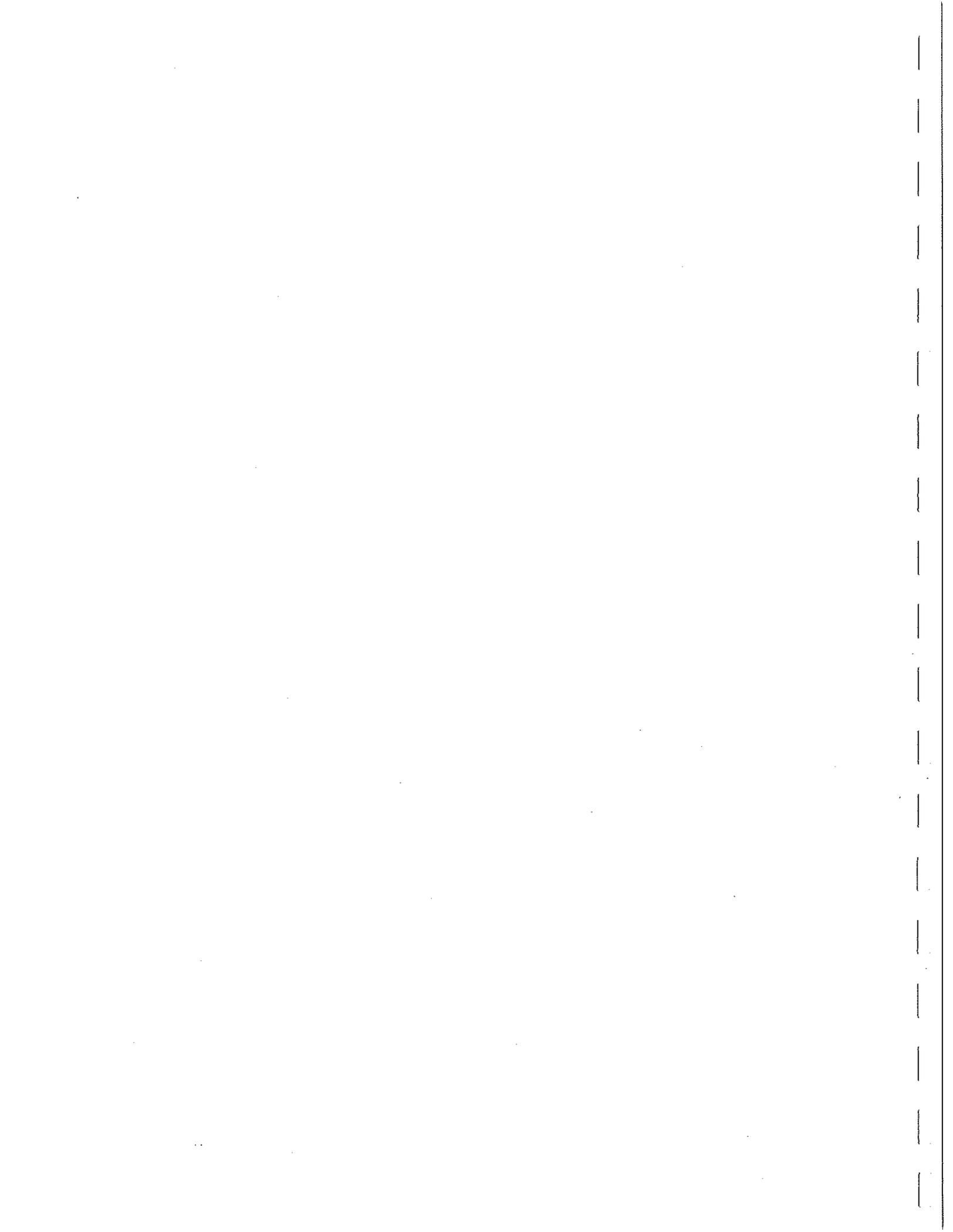
#### Section 5.0, *Growth-Inducing Impacts*

(Comment 5B) Section 5.0, *Growth-Inducing Impacts*, of the Draft EIR, page 5-1, has been revised as follows:

"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) and an assumption of 1.2 persons per senior unit, the residential components of the Specific Plan, which include 135 60 multi-family units, ~~(including the 75 proposed senior units)~~ and 21 single-family units, would be expected to generate 463 320 residents. The estimated 463 320 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."

Section 5.0, *Growth-Inducing Impacts*, of the Draft EIR, page 5-2, has been revised as follows:

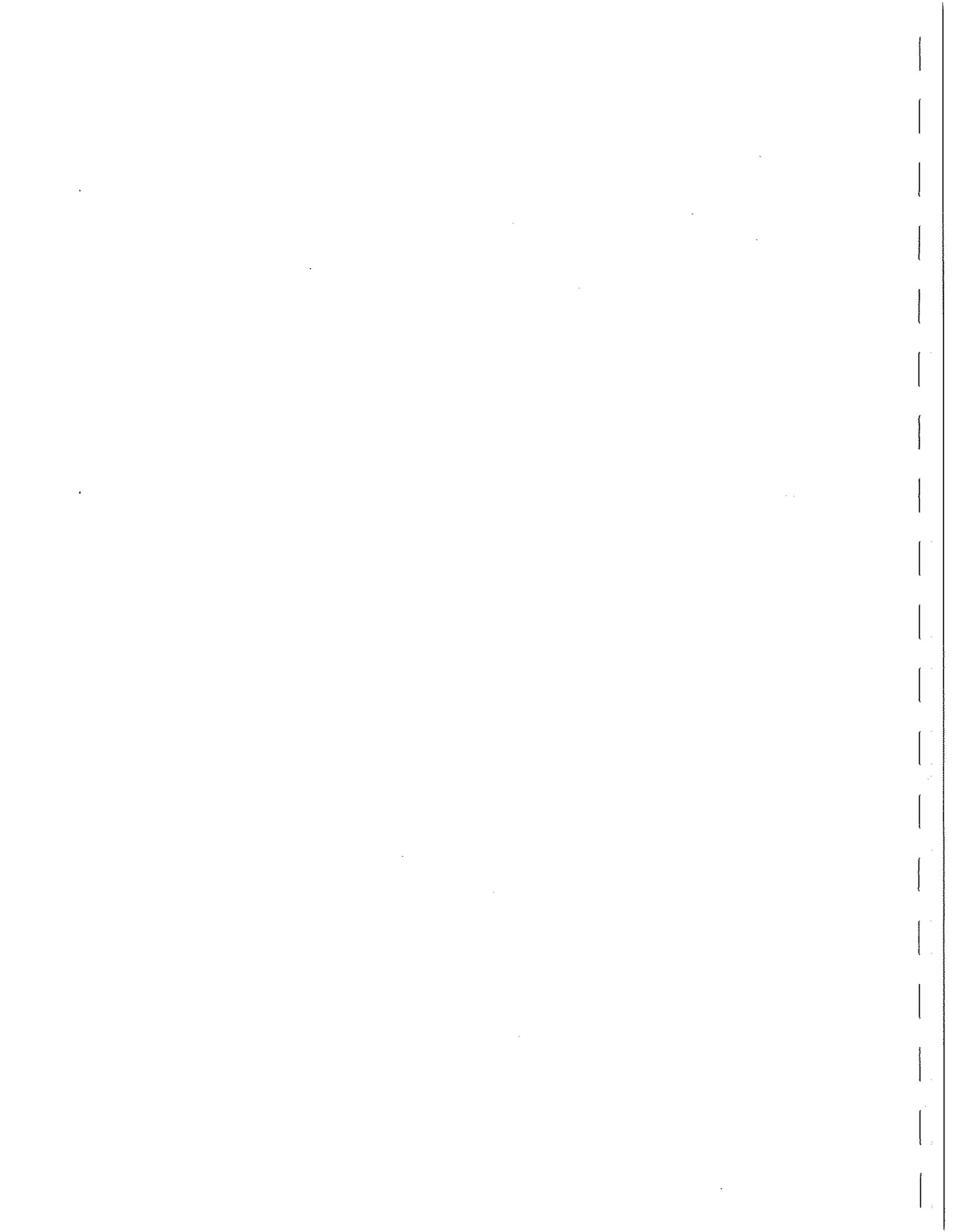
"In 2001, the population of the City increased 1.5 percent from the previous year. The proposed Specific Plan involves 135 60 multi-family residential units, ~~(including the 75 proposed senior units)~~ and 21 single-family residential units. Based on current City household sizes (2.83 persons per single-family unit and 2.95 persons per multi-family unit; U.S. Census 2000) and an assumption of 1.2 persons per senior unit, the residential components of the Specific Plan, would be expected to generate 463 320 residents. This population increase represents about ~~12%~~ 8% of the current City population of 3,980 (California Department of Finance, January 1, 2002)."



### 9.3 RESPONSES TO PUBLIC HEARING TESTIMONY

Public testimony regarding the Draft EIR was received from the City of Buellton Planning Commission and citizens during public hearings held on February 20, 2003 and March 6, 2003. Several commentors submitted comments on the proposed Specific Plan that did not address environmental issues. The focus of this Comments and Responses document is the disposition of environmental issues that are raised in the comments, as specified by § 15088 (b) of the State CEQA Guidelines. Detailed responses are not provided to comments on the merits of the proposed Specific Plan. In addition, verbal responses were provided to several comments, as noted in the meeting minutes. The comments from the Planning Commission and citizens that raise an environmental concern and as such require a written response that is not contained in the meeting minutes are included herein and are numbered sequentially (e.g. PM-1, PM-2, etc.). Correspondingly numbered responses to the oral comments immediately follow the public meeting minutes included in this section of the document.





**City of Buellton  
PLANNING COMMISSION  
MINUTES  
Regular Meeting of February 20, 2003**

**CALL TO ORDER**

Chairman McConnell called the meeting to order at 6:00 pm.

**PLEDGE OF ALLEGIANCE**

Commissioner Mendenhall led the Pledge of Allegiance.

**ROLL CALL**

**Present** Chairman McConnell, Vice Chairman Hall, Commissioner Heedy, Commissioner Mendenhall, Commissioner Robinson

**Absent** None

**Staff** Planning Director Ray Severn  
Planning Secretary Angela Perez  
City Engineer Tom Evans  
City Environmental Consultant Richard Daulton

**REORDERING OF AGENDA**

None

**OTHER BUSINESS**

None

**APPROVAL OF MINUTES**

**1. Minutes of the regular meeting of November 21, 2002**

Motion by Chairman McConnell, seconded by Commissioner Robinson, to approve the minutes of November 21, 2002. Motion carried by voice vote. (5-0)

**2. Minutes of the regular meeting of January 16, 2003**

Motion by Commissioner Robinson, seconded by Commissioner Heedy, to approve the minutes of January 16, 2003. Motion carried by voice vote. (4-0-1)  
Chairman McConnell abstained because he was absent at the meeting.

**PUBLIC COMMENT**

None

**CONSENT CALENDAR**

None

**PLANNING COMMISSIONER COMMENTS**

Commissioner Robinson stated that the State of the City address was a very nice and positive speech. Commissioner Mendenhall agreed with Commissioner Robinson that the presentation at the State of the City address was very nice.

Chairman McConnell thanked the Planning Commission for appointing him the new chairman.

**CONTINUED PUBLIC HEARINGS**

None

**NEW PUBLIC HEARINGS**

**3. Oak Springs Village Specific Plan Draft Environmental Impact Report:**

Ray Severn, Planning Director, described the location of the 23-acre site for the Oak Springs Village Specific Plan. He stated that the land is currently zoned commercial and the proposal is for a mixed-use development. He stated that the focus of tonight's meeting is on the draft Environmental Impact Report for the Specific Plan. He stated that the end of the public comment period for the draft Environmental Impact Report will be extended. Ray Severn showed some figures from the Specific Plan. These included a topographical map and a land use map.

Commissioner Mendenhall asked for clarification of the focus of tonight's meeting. Ray Severn stated that it is necessary to discuss aspects of the Specific Plan when discussing the environmental review of the Specific Plan, but the comments of tonight's meeting should focus on the environmental review of the project.

Ray Severn showed a map that included the specific number of housing units that are proposed in the Specific Plan. Commissioner Heedy asked if this is the time to bring up issues that may involve changing these numbers. Ray Severn stated that as long as the issue can be related to the environmental review it should be discussed.

Ray Severn stated that this current Specific Plan has evolved from a previously approved plan for the site called the Buellton Business Park and input from the joint workshops with the City Council and the Planning Commission on the proposal formerly known as Jonata Mission Village.

Vice Chairman Hall asked if the residents of the Thumbelina subdivision should be consulted about the extension of Glennora Way. Ray Severn stated that the public should comment. As it is proposed now the extension will not go through. Vice Chairman Hall asked if the residents of the Thumbelina subdivision should be notified about this. Ray Severn stated that notices of each environmental impact will not be provided, but a sign in sheet is available for residents to request that any future notices concerning the Oak Springs Village Specific Plan be mailed to them. He stated that an advertisement is placed in the newspaper, on the City's website, and notices are mailed to property owners within 300 feet of the site. Vice Chairman Hall asked if the residents of the Thumbelina subdivision could be surveyed as to their thoughts about the issue. Ray Severn stated that staff does not have the ability to do this, but the Planning Commission could recommend this be done to the City Council as part of a separate action and motion from the project. The City Council could then direct staff to follow-up.

Richard Daulton, City Environmental Consultant, showed a Power Point presentation that described the California Environmental Quality Act (CEQA). He stated that some of the purposes of CEQA are to disclose the environmental impact of a project, identify mitigation measures, consider alternatives to the project, foster interagency coordination, and encourage public participation. The CEQA process includes distributing a Notice of Preparation, preparing a Draft Environmental Impact Report, and distributing a Notice of Completion. Following this the public comment period begins. At the end of the comment period the City will respond to the comments and issue a Final Environmental Impact Report. Then the City makes findings, potentially certifies the Environmental Impact Report, and potentially approves the project. Commissioner Robinson asked about the possibility of development proposals coming before the City that are not consistent with the Specific Plan. Richard Daulton stated that if the Specific Plan is approved all future development proposals would be evaluated according to the Specific Plan. If it is not consistent with the Specific Plan additional environmental review may need to be done. Commissioner Robinson asked about the phasing of the Specific Plan. Ray Severn stated that policies could be approved that would require that all the phases must be constructed in order and subject to conditions. Commissioner Heedy asked for clarification that the approval of the Specific Plan will set a worst case scenario for development on the site. Ray Severn stated that the Specific Plan will create tolerances for development on the site.

Richard Daulton described the location of the site for the Specific Plan. He stated that a Specific Plan is more specific than a General Plan, but not as specific as a Development Plan. It will provide a framework for future development on the

site. The Specific Plan includes a land use plan, development standards, and a phasing plan. A total of 195,000 square feet of commercial retail, 32 town homes, 28 multi-family affordable units, 75 senior units, and 25 single family units have been proposed. A reasonable range of alternatives is reviewed in the Environmental Impact Report. One of the alternatives is no development on the current site. Another alternative is the development of the site as it is currently zoned. This would include approximately 370,000 square feet of general commercial space.

Commissioner Robinson stated that when the General Plan was created an Environmental Impact Report was prepared based on this site being developed commercially. She stated that it was her understanding that if commercial development is proposed on this site an Environmental Impact Report will not be required. Richard Daulton said that this is a possibility. However, CEQA states that the baseline for comparison is not what is in the General Plan, but what is on the site at the time that a Notice of Preparation is distributed. Commissioner Robinson stated that an Environmental Impact Report is necessary for this proposal because this type of development is different from any type of development that has been proposed for the site in the past. Richard Daulton stated that is correct.

Chairman McConnell asked if the Planning Commission has reviewed this proposal in the past. Ray Severn stated that this is the formal submittal of the application for this Specific Plan with changes made by the applicant based on comments received from workshops with the City Council and Planning Commission in the past.

Richard Daulton stated that if the site is built out under the current zoning or if one of the alternatives, Buellton Business Park, is developed on the site there will be more commercial square footage than is proposed in this Specific Plan and no residential development. This will result in more traffic, air emissions, and noise emissions on local roads. The alternative that results in the least amount of environmental impacts is alternative 4. This alternative has an increase in residential and a decrease in commercial development. All of the alternatives will result in unavoidable environmental impacts on issues such as prime soils, air quality, and aesthetics. Richard Daulton stated that the State sets the thresholds for some environmental issues and if there is no way to stay below this threshold then it is considered a significant and unavoidable impact.

Richard Daulton stated that the Environmental Impact Report is considered a focused Environmental Impact Report. The site has been cultivated in the past. It does not have any trees, rivers, or cultural resources on it. Because the site most likely does not have a great impact on these issues, the focus of the Environmental Impact Report is on aesthetics, agricultural resources, air quality, noise, and traffic. These are the areas where there may be environmental impacts. The significant unavoidable impacts that were identified in the Environmental

Impact Report are the loss of prime soils, air quality, and vehicle emissions. The project is inconsistent with the Clean Air Plan. Significant and unavoidable cumulative impacts include changes to the general character of the site, regional loss of prime soils, and the exposure of residences along Highway 246 to vehicle noise emissions. The impacts that could be mitigated are aesthetics (light and glare), residual agricultural chemicals in on-site soils, short-term air quality, short-term and long-term noise, operational noise, and traffic impacts. It was noted that the amount of parking that is dedicated to the senior housing is insufficient, according to the Buellton Municipal Code. There are some arguments that less parking is sufficient for senior housing. Because the overall parking is adequate, this can be mitigated by redistributing the parking.

Commissioner Mendenhall pointed out some inconsistencies in the Environmental Impact Report. On page 2-13 it says that there are four driveways that go on to McMurray Road. On page 4.5-12 and on the map it shows three driveways.

PHI-1

Commissioner Heedy asked for clarification regarding the potential hazard of chemicals in the soils in alternative four. He stated that agricultural lands have been developed in the past and he has not seen this impact. He asked if the soils have been tested. Richard Daulton stated that the soils have not been tested because it can be expensive and many applicants don't do this until a project is approved. He stated that if the soils are tested and they do not have any chemicals then there would be no impact.

Jan Hochhauser, project applicant, stated that he will have a more detailed presentation about the project at the continued hearing. He stated that this Specific Plan is the result of many meetings with the City Council, Planning Commission and the residents of Buellton. One issue was having residential development on a site that was zoned for commercial development. Because of concerns regarding the residential component it is now used as a buffer between the adjacent neighborhood and the Specific Plan site. He stated that he feels that the parking near the senior housing is justifiably reduced. Regarding the Glennora extension, he stated that he wants to do what the community feels is best. The emergency access may be the best thing for the community. He stated that he feels that the proportion of affordable housing that is proposed is significant and many residential projects do not have any affordable component. He stated that the housing that is not considered affordable could be considered entry level. He pointed out the many of the environmental impacts that were identified in the Environmental Impact Report will be present in many other projects that could be built on this site.

Commissioner Heedy asked about the fact that most of the site will be paved over. He asked if there are any other mitigation measures for this other than the sediment traps and oil grease separators.

PHI-2

Chairman McConnell opened the public hearing.

Mike Hendrick, 271 La Lata Drive, stated that he manages the Marriott Hotel. He stated that he has some concerns that he hopes can be mitigated. The biggest concern is traffic because one of the driveways intersects with one of the exits from the Marriott Hotel. He would like to know how the traffic flow will be addressed if a lane is added on McMurray Road and bike lanes are added. He stated that because a hotel is similar to residential development he would like to request that similar mitigation measures for noise as were mentioned for the Thumbelina subdivision be used to mitigate the noise that will be heard at the Marriott Hotel. He asked that the perimeter landscaping that is mentioned in phase one be put along McMurray Road. He asked that the parking that is on the site and adjacent to McMurray Road not have any restrictions placed on it in the evenings. He stated that he is pleased that senior housing is proposed for the site.

PHI-3

PHI-4

PHI-5

PHI-6

Carol Herrera, 3900 Skylark Road, Santa Ynez, stated that she represents Women's Environmental Watch. She stated that she is concerned with the exterior lighting for the project. She prepared a package with information about lighting for the Planning Commission to review. She stated that the main concern of the Women's Environmental Watch is for the sky of the entire Santa Ynez Valley.

PHI-7

Landon Neustadt, 242 La Pita Place, asked if the number and types of jobs was looked at when the types of housing were considered. He stated that the types of jobs that will be created will impact what types of housing will be needed. He stated that other types of materials could be looked at for the walkways in order to allow for better drainage. He expressed his concerns for the open space and parks. He feels that something other than money should be provided in order to ensure that a park will be created in the future on the east side of Buellton.

PHI-8

PHI-9

PHI-10

Jim Gray, 391 Thumbelina Drive, stated that the City Council decided that the Glennora extension should not be open to through traffic. He stated that because there are no sidewalks and a lot of traffic could be generated it would be safer not to allow through traffic.

PHI-11

Bob Enderby, 414 Glennora Way, stated that if the Glennora Way extension is going to be discussed the residents should be notified. He stated that the City Council would like to see emergency access provisions, not a through street.

PHI-12

Leo Elovitz, 429 Thumbelina Drive, stated that if the Glennora extension is opened to through traffic the values of homes will be negatively impacted.

PHI-13

Ray Severn stated that the public comment period is extended until March 6, 2003.

Commissioner Mendenhall stated that he is not in favor of converting commercial land to residential land. He stated that he was in favor of having some housing on

the site because he thought it would be a buffer between the Thumbelina subdivision and the commercial development. He feels that the amount of housing that is proposed is too much and it is more than a buffer.

Commissioner Mendenhall stated that the Glennora extension issue will come up again and he feels that the Planning Commission should make a recommendation to the City Council that the residents be surveyed about their opinions on the issue.

Commissioner Robinson stated that she was originally against having any housing on the proposed site. She stated that she feels that commercial development should be placed all along Highway 246 and McMurray Road. She stated that she is concerned because even if the Specific Plan is approved there will be no guarantee as to when the different uses will be built. She is concerned that so many of the environmental impacts are significant and unavoidable. She is not sure that she could adopt a statement of overriding considerations. Chairman McConnell stated that he thought the alternative with more residential would have less environmental impacts. Commissioner Robinson stated that most of the unavoidable impacts were related to the residential uses.

PH1-14

Vice Chairman Hall stated that he feels that the Specific Plan is a logical extension of the workshops that were held in the past. He is in favor of the senior housing and affordable housing that is proposed. He stated that he brought up the Glennora extension issue because he knows that it is a big issue and he feels it should be addressed.

Commissioner Heedy stated that it seems that there is a lot of vacant commercial land in Buellton. He would like to know how much commercial land is viable for a city of this size. He is not sure that Buellton could support 23 more acres of commercial development if this site is developed with only commercial development. He stated that he believes that if there is more residential the traffic impacts and other related impacts would be reduced. He agreed with Mike Hendrick's comments regarding the parking.

PH1-15

Commissioner Robinson stated that a feasibility study was done when the city incorporated. The focus of the study was to see if the city had enough taxes coming in to support it. Housing only brings in property taxes and those cannot support a city.

Chairman McConnell stated that one of his main concerns is on the impact of night lighting.

PH1-16

Jan Hochhauser, project applicant, stated that there was an error in the Environmental Impact Report. The senior housing will not have 2.83 people per unit. The number of people is slightly exaggerated. There will not be 463 residents in all the housing units. There will be 239 residents plus the number of

PH1-17

residents in the senior housing. He stated that a commercial use in the northeast corner of the site is not viable. He stated that he will explain more about the different uses at a future public hearing. He stated that the site will be a very progressive development and he will explain more about that and the design of the site at a future public hearing.

Commissioner Mendenhall asked if there are specific tenants for the commercial development. Jan Hochhauser stated that Von's was a potential tenant at one time, but right now there are no specific tenants. There needs to be a major anchor tenant in order for the development to succeed. The center will be more of a destination shopping center.

Tom Evans, City Engineer, asked if there will be a public street system or a private street system. He stated that this will relate to the lighting. He is not sure that a lower height of lights will be allowed or supported by PG&E.

Motion by Commissioner Mendenhall, seconded by Commissioner Heedy, to continue this item to the next regular Planning Commission meeting on Thursday, March 6, 2003. Motion carried by voice vote. (5-0)

#### **WRITTEN COMMUNICATIONS**

None

#### **MISCELLANEOUS INFORMATION**

None

#### **ADJOURNMENT**

##### MOTION

Meeting adjourned until the next regular meeting scheduled for Thursday, March 6, 2003 at 6:00 pm. Motion carried by voice vote. (5-0)

The meeting adjourned at 7:50 pm.

**City of Buellton**  
**PLANNING COMMISSION**  
**MINUTES**  
*Preliminary Draft*  
**Regular Meeting of March 6, 2003**

**CALL TO ORDER**

Vice Chairman Hall called the meeting to order at 6:10 pm.

**PLEDGE OF ALLEGIANCE**

Commissioner Robinson led the Pledge of Allegiance.

**ROLL CALL**

<b>Present</b>	Vice Chairman Hall, Commissioner Mendenhall, Commissioner Robinson
<b>Absent</b>	Chairman McConnell, Commissioner Heedy
<b>Staff</b>	Planning Director Ray Severn Planning Secretary Angela Perez City Engineer Tom Evans

**REORDERING OF AGENDA**

None

**OTHER BUSINESS**

None

**APPROVAL OF MINUTES**

**1. Minutes of the regular meeting of February 20, 2003**

Motion by Chairman Mendenhall, seconded by Commissioner Robinson, to approve the minutes of February 20, 2003. Motion carried by voice vote. (3-0)

**PUBLIC COMMENT**

None

## CONSENT CALENDAR

None

## PLANNING COMMISSIONER COMMENTS

None

## CONTINUED PUBLIC HEARINGS

### 3. **Oak Springs Village Specific Plan Draft Environmental Impact Report:**

Ray Severn, Planning Director, stated that a Specific Plan has been proposed for the 23-acre parcel of land that is being discussed. Currently the land is zoned commercial, but the proposal is for a mixed-use plan including commercial, residential, and office uses. The last regular Planning Commission meeting focused on the environmental review of this proposal and the public comment period was extended until tonight's meeting. The public comment period will continue to be extended for as long as public hearings are held. Tonight's meeting will be focused on the specific details of the project and it will include a presentation by the architect.

Jan Hochhauser, project architect, stated that Ed Clark, applicant, Michelle Burch, associate of Jan Hochhauser, and Puck Erickson, landscape architect, are present at the meeting to answer any questions. Jan Hochhauser showed the site plan and elevation plans of the projects. He stated that the extension of Glennora Way is proposed to be an emergency road only and will not be open to traffic.

Commissioner Mendenhall asked if the road on the project site is as wide as Glennora Way. Jan Hochhauser stated that the road is narrower than Glennora Way and it is not intended to have any cars parked on the side. Visitor parking will be provided. The fire department is comfortable with the width of the road because it is an emergency egress. Vice Chairman Hall asked if the road will be available to be opened to through traffic at a future date if it is needed.

Commissioner Mendenhall stated that an easement will be needed to do that. Jan Hochhauser stated that there will be an easement that will handle the typical traffic.

Jan Hochhauser showed a circulation exhibit. He pointed out the parking lots and the driveways. He showed the plan for delivery trucks to follow a certain road in the development. The residents in the development will be discouraged from using this road. There has been some discussion about other ways to improve circulation, such as a footbridge across Highway 101. Commissioner Mendenhall stated his concerns about the driveway that is closest to Freear Drive on Highway 246. He feels it is very close to Freear Drive. Tom Evans, City Engineer, stated that the driveway may need to be a right turn only driveway, so there is no left turn conflict. Jan Hochhauser stated that Associated Transportation Engineers

PH2 - 1

was consulted on the circulation plan for the site and they could attend a meeting if there are concerns about the circulation. Vice Chairman Hall asked how the residents of the site will get to Highway 246. Jan Hochhauser showed on the circulation plan that they will go to McMurray Road and then to Highway 246. Vice Chairman Hall stated that the intersection of McMurray Road and Highway 246 is going to become congested. Tom Evans stated that phasing could be added to the traffic signals at that intersection. Specific mitigation measures will deal with this issue or fees for traffic mitigation will help deal with this issue.

PH2-2

Jan Hochhauser stated that Sid Goldstien is the civil engineer for the project. Jan Hochhauser described the flow of drainage. It will flow from the northwest corner to the southeast of the site. The applicant intends to design the public park to have some retention-detention storm water drainage characteristics. Some of the storm water will go to the southeast corner of the site and some will go down McMurray Road. The site has a general slope, but it is steeper in the northern end of the site. Some of the development is cut in to the base of the hill in order to minimize the visual impacts. The cut material helps to grade the site and create the natural terracing. Commissioner Mendenhall asked if the drains will need to be resized in order to accommodate the drainage on McMurray Road. Tom Evans stated that a pipe will be extended across Highway 246. This will relieve the Freear intersection of the drainage. No piping on Highway 246 or McMurray Road will be changed. Puck Erickson, landscape architect, described the drainage on the site. The landscaped areas on the site will be used to slow down the drainage and contain the runoff. Riparian plants will be put in the community park so that the water can be detained. The water will help to enhance the plantings that will be in the park. Jan Hochhauser discussed the possibility of using pervious services to keep some of the water in the ground on the site. He stated that there are paving materials that are allowed by the Fire Department and will allow this.

Jan Hochhauser stated that Associated Transportation Engineers has been hired, through the City, to help assist with the circulation on the site. He described the circulation on the site. There are three driveways on McMurray Road that will have regular use. The fourth driveway on McMurray Road will be used as a service entrance for the senior assisted living center. There are three driveways on Highway 246. The driveway closest to Freear Drive will be for right turns only.

Jan Hochhauser described the phasing of the project. The large scale commercial has to be built before the second phase can begin. Phase 2 is the recreation and open space. Phase 3 is additional commercial and housing. Phase 4 is the senior component. It can be built at any time during the development.

The large-scale retail commercial component is approximately 107,000 square feet of the development. Uses in this phase will be consistent with the general commercial zoning. The design will have a small town, rural feel. Commercial

service deliveries will be regulated in order to minimize the effects on the adjacent residential development. Natural materials and wood siding will be used in order to create a rural feel to the architecture of the buildings. He showed the proposed elevations of the buildings. He showed several pictures of commercial plazas that are similar to what he would like to see built. The plazas will link with the park and the rest of the site. The shopping center will be more of a destination shopping center rather than a strip mall. Various architectural amenities and landscaping will create an intimate feel. Jan Hochhauser stated that at one time Von's/Safeway was interested in being the major anchor tenant in the shopping center. At this time there is no company interested in being the major anchor tenant. He stated that he has received calls from residents who would like to see certain businesses in the shopping center. However, that is really decided by the market.

The senior assisted living component of the project will have parking below the building. There are a total of 88 parking spaces for the senior housing. There are studio and one-bedroom units for seniors who need some assistance. Some of this may be allocated for seniors with Alzheimer's. A commercial kitchen will provide food for the seniors. There are also some units available for more independent seniors. Commissioner Mendenhall asked if there is a specific tenant for the senior housing. Jan Hochhauser stated that he has been in contact with Lutheran Homes and other possible tenants. However, they have all expressed that they would like a larger site. Commissioner Mendenhall expressed concern about having a "bad" tenant operate the senior housing. Jan Hochhauser stated that a similar senior housing development, Heritage House in Goleta, was completed recently. He invited the Planning Commissioners and City Council Members to visit this facility and see what could be built on this site. Commissioner Mendenhall asked if the senior housing will be private. Jan Hochhauser stated that it will be private. The tenant will usually do a market analysis before building. Also, some facilities will have ownership options. Commissioner Mendenhall expressed concern that many local residents will not qualify to live in the senior housing. Jan Hochhauser stated that some facilities have an affordability component. The exact details of the facility have not been worked out yet. He showed some pictures of various senior housing facilities. These are examples of what could be developed on the site.

Jan Hochhauser described the residential component of the specific plan. Affordable housing, town homes, and entry level single family homes are the different types of housing that are proposed. Jan Hochhauser showed pictures of possible architecture and site plans that show how the housing and streets will be laid out. Commissioner Mendenhall asked if there will be associations for the housing. Jan Hochhauser stated that all of the housing will have Home Owner's Associations. He showed pictures of architecture that were given to him by Jim and Norma Gray, residents of Buellton. Commissioner Robinson asked about the prices of the housing. Jan Hochhauser stated that the affordable housing would cost approximately \$150,000. The town homes would cost approximately

\$250,000. The single-family homes would cost approximately \$350,000 to \$375,000. Commissioner Mendenhall stated his concerns about the number of residents that would live on the site. Jan Hochhauser stated that the Draft Environmental Impact Report has the wrong numbers for the amount of residents who will live on the site. Vice Chairman Hall asked how many children will live on the site. Commissioner Robinson stated that a total of 162 children will live on the site. Vice Chairman Hall stated his concern about where the children will play. The community park will be the main place for many of these children to play. Commissioner Mendenhall stated that mitigation money pays for this impact on the schools. Jan Hochhauser stated that the schools provided a formula that says the project will create about 49 primary school students and 33 secondary school students. Commissioner Robinson stated that there is a low-income development in Buellton with 12 units. She asked if it is known how many children live in those units. Ray Severn stated that this could be researched. Commissioner Mendenhall asked if Buellton residents could have priority in the affordable housing. Jan Hochhauser stated that if the City is involved they could dictate that. They could establish a list and have Buellton residents take priority. Commissioner Mendenhall stated that Mary Jacka would probably know if that is legal. Commissioner Robinson stated that Buellton residents may not have priority if the developers are trying to get State funding and they are required to allow people from a specific number of miles around the site. Vice Chairman Hall stated that the City may need to contact some organizations, such as People's Self Help Housing.

PH2-3

PH2-4

The Planning Commission took a ten-minute break.

Jan Hochhauser then described the community park. There will be some public parking. A children's play area and a water feature will also be included in the park. He showed pictures of possible water features. There will be a lawn area and a public sidewalk around the park. The park would not be a private park, but it would be a part of the City's park structure. Commissioner Mendenhall stated that there should be a fence around the park, so that children do not run out into the street. Puck Erickson stated that landscaping would be placed so that children could not run into the parking area and the cars in the parking area could not be seen. Vice Chairman Hall stated that he is concerned about the children who will live in the development. He would like to see the function of the park set up so that it accommodates the children. Puck Erickson stated that the park will be an urban small town park. She stated that you do not need a large amount of space for a park to be useful for children. Commissioner Mendenhall stated that adults will also use the park. Jan Hochhauser stated that there are other areas for children to play. The landscaped area that is a buffer between the housing and the Thumbelina subdivision could also be used as a play area for children.

Jan Hochhauser described the entry-level single-family housing. Each of the units has a small out door yard space and an out door patio. Commissioner Robinson asked how far away the Thumbelina subdivision is from the single-family homes.

Jan Hochhauser stated that there is 30 feet from the back of the units to the sound wall. Commissioner Mendenhall asked about the width of the road that travels between the units. He stated that it does not appear that two vehicles could pass on the road. Jan Hochhauser stated that the road is 14 feet wide and it could accommodate two cars. He stated that this type of road has been successful in other projects. It is meant to be very intimate and to slow the traffic down. People would not be allowed to park their vehicles on the road. Commissioner Mendenhall asked how a fire truck could turn around on the road. Jan Hochhauser stated that because the road is not very long the fire truck would have to back out of the road. Commissioner Robinson asked how much space is between the driveways. Jan Hochhauser stated that there is about 36 feet. A minimum of 26 feet is usually needed for cars to back up. He showed some pictures of similar developments.

Puck Erickson, landscape architect, described the landscaping that would be located throughout the development. Native trees, such as Valley Oaks, would be used as accent points at the corner of buildings and throughout the parking lot. The Coast live Oaks would be placed along McMurray Road. Fruitless olives and ornamental pears would be placed throughout the parking lot. Evergreen trees are suggested for the area between the development and the Thumbelina subdivision. Canopy trees and a hedge would be located near the affordable housing. The park will be set up in a way that will encourage adults and children to enjoy it. The senior housing will also have a small courtyard area. She stated that a strong landscape component in the Specific Plan will provide guidelines for future tenants.

Vice Chairman Hall opened the public hearing.

Matt Donahue, 482 Dania Avenue, stated that he is happy to see that the Glennora Way extension is proposed to be closed. He suggested that the light in front of Nielsen's be moved to in front of Albertson's. He feels this would help with the traffic circulation. He asked who will maintain the landscaping. Jan Hochhauser responded that the owners of the various components will maintain the landscaping.

PH2-5

Marvin Jensen, 405 Scandia Drive, stated that he believes Glennora Way should be opened to through traffic. It is stated in the General Plan that it would open eventually. He feels that Highway 246 is getting too crowded and the residents of the Thumbelina subdivision need another way to leave the subdivision. He asked where the residents of the affordable housing will park their vehicles. Jan Hochhauser responded that there is underground parking.

PH2-6

Edward Sharp, 440 Kendale Place, stated that he agrees with the proposal that the Glennora Way extension remain closed to through traffic. He stated that he is concerned with the density and the amount of parking that will be available on the site. He feels that McMurray Road is not wide enough. He stated concerns for

PH2-7

drainage and where the water that flows from the hill will go. He believes the water may flow into the underground parking garages. Mud is another concern in the issue of drainage.

PH2-7  
(Cont'd)

Vice Chairman Hall closed the public hearing.

Commissioner Mendenhall stated that one of his concerns is the driveway that is the closest to Freear Drive. He feels the driveway should not be put in or it should be a right turn only exit. He stated that he is in favor of the Glennora Way extension being opened to through traffic in order to help circulation. He feels that the residents of the Thumbelina subdivision should be surveyed. If it remains closed to through traffic, an easement should be obtained that is wide enough to allow it to go through in the future. The last concern is with the typos in the Draft Environmental Impact Report. He asked if they will be corrected. Ray Severn responded that they will be corrected.

PH2-8

Commissioner Robinson stated that some of her concerns are with the density and circulation. She would like to see a bigger and deeper buffer between the Thumbelina Subdivision and the proposed development. She presented some information that she obtained from the Financial Director of the City of Buellton. This information showed that property taxes in Buellton total about \$609,000 per year. This is 12% of the total revenue for the City. Commercial property contributes about \$200,000 of these property taxes. If the property taxes are added to the commercial sales taxes, bed taxes, gas taxes the total is \$2.9 million. This is compared to about \$400,000 for residential property. Based on these figures she is not comfortable with the conversion of a portion of 28 acres of prime commercial land into residential land.

PH2-9

Vice Chairman Hall stated that he has concerns regarding the circulation. He agrees with Commissioner Mendenhall that it should be made possible for through traffic to have access to the Glennora Way extension at some future date when it is needed. He stated that he is concerned about Home Owner's Associations. He would like to review the estimated number of children that will live in the development. He feels that it is very important to look at where the children will play and how they will move around the city and go to school. He is concerned with the water feature in the community park.

PH2-10

Tom Evans, City Engineer, stated his concerns with the Glennora Way extension. The policy and the proposal have been that the Glennora Way extension will not be open to through traffic. The City needs to obtain the right of way because it will probably need to be opened in the future. He stated that he will discuss drainage with the engineer for the project in order to make sure everything is okay. He stated concerns with the alignment of the driveways on McMurray Road. The driveway for the Marriott Hotel needs to line up with the driveway in the development. If the driveways are not lined up, the turn pocket that is being proposed in the middle of McMurray Road will have conflicting left turns.

PH2-11

Commissioner Robinson asked if he feels the 24-foot width of the road at the garages in the single-family home development is safe for cars backing up. Tom Evans stated that it can work. He stated that he is more concerned with the 14-foot width of the road in the areas other than the garages and if it would be approved by the Fire Department. He asked if there is going to be on site visitor parking in the residential development. Commissioner Mendenhall asked if the Fire Department is going to comment on this project. Ray Severn stated that the city will seek clarification on the Fire Department's position on the project.

Jan Hochhauser stated that the commercial development has been placed on the site where it will be successful. He stated that the residents of the Thumbelina subdivision have commented that they would rather have residential development as a buffer than commercial development. He stated that the type of housing that is being proposed is more dense than most of the residential development that is already built in Buellton. This is because it is a different type of housing. He commented on the buffer between the Thumbelina subdivision and the project. He stated that the residential housing on the site is farther from the property line than the homes in the Thumbelina subdivision. He stated that he feels that this is a balanced plan. The Environmental Impact Report shows that there will be more impacts if the site is developed only with commercial. Commissioner Robinson stated that she would like to see commercial development all along McMurray Road and Highway 246. This would mean that the senior housing needs to move east and commercial development should be put in its place. Jan Hochhauser responded that the senior housing can be considered commercial because of its commercial kitchen, dining room, and health care facilities. Commissioner Mendenhall stated that he is not opposed to the housing as a buffer. He is concerned about the density and issues related to parking and access to driveways. Jan Hochhauser stated that the Fire Department approved the conceptual circulation plan. The road that is in the single-family homes development meets the standards for cars to drive on, but cars cannot park on the road.

Commissioner Mendenhall asked if the minutes will be detailed enough for Commissioner Heedy and Chairman McConnell to understand what was discussed at this meeting. Ray Severn stated that they should listen to the meeting tapes in order to fully participate in the next meeting.

Motion by Commissioner Robinson, seconded by Commissioner Mendenhall, to continue this item to the next regular Planning Commission meeting on Thursday, March 20, 2003 and keep the public comment period open until Thursday, March 20, 2003. Motion carried by voice vote. (3-0)

## **NEW PUBLIC HEARINGS**

None

## February 20, 2003 Public Hearing Responses

### Response PH1-1

Page 2-13 of the Draft EIR has been revised as follows:

"Access. The Specific Plan site would be accessed by ~~four~~ three driveways on McMurray Road, two driveways along Highway 246, and an emergency access easement through the proposed residential area (refer to Figure 2-8)."

### Response PH1-2

As described in Section 1.4, *Effects Found Not to Be Significant*, of the Draft EIR, runoff from the site would transport siltation and other contaminants to downstream watercourses. The proposed improvements would require a National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB). A Storm Water Pollution Prevention Plan (SWPPP) for the entire site is required to be prepared 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 straw bales, sand bagging, mulching, erosion control blankets, and soil stabilizers. With implementation of the SWPPP pursuant to the requirements of the RWQCB, the proposed Specific Plan would result in less than significant impacts related to water quality. The Planning Commission could nevertheless condition the Specific Plan to include additional water quality mitigation measures, such as installation of vortex water filters on drain inlets.

### Response PH1-3

Specific Plan impacts related to traffic are described in Section 4.5, *Transportation and Circulation*, of the Draft EIR. As described in Impact T-2, 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. Mitigation Measure T-2(b) requires that the McMurray Road driveways to the site be aligned opposite the existing driveways on the west side of McMurray Road to reduce potential conflicts. The Specific Plan proposes frontage improvements along McMurray Road, but does not propose widening the roadway. Without the widening of McMurray Road adjacent to the site, traffic flow on McMurray Road would operate at an acceptable level of service (LOS) under project and cumulative conditions. If McMurray Road were widened adjacent to the site, traffic flow on McMurray Road would improve, and would also operate at an acceptable LOS.

### Response PH1-4

Mitigation Measure N-1(a), on page 4.4-7 of the Draft EIR, has been revised as follows:

"N-1(a) Construction Equipment. All stationary construction equipment shall be located at least 300 feet from occupied on- and off-site residences **and the adjacent hotel structure west of the site** 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.”

Response PH1-5

As described in Section 4.1, *Aesthetics*, of the Draft EIR, the proposed Specific Plan would result in significant but mitigable impacts related to changes in the aesthetic character of the site. The Specific Plan includes a landscaping plan (refer to Figure 2-10) that includes landscape improvements along McMurray Road, and several development standards related to landscaping. In addition, Mitigation Measure AES-1(a) requires preparation of architectural and landscape guidelines for all phases of the Specific Plan. With the implementation of proposed development standards and recommended mitigation measures, the project would result in less than significant impacts related to aesthetic changes, regardless of the phasing of perimeter landscape improvements. The implementation of landscape improvements along McMurray Road during the first phase of Specific Plan buildout would further reduce the aesthetic impacts of the proposed Specific Plan.

Response PH1-6

The commentor requests that parking areas on the portion of the Specific Plan site adjacent to McMurray Road not have parking restrictions, so as to accommodate overflow parking from off-site uses during non-business hours of the proposed commercial uses. As described in Section 4.5, *Transportation and Circulation*, of the Draft EIR, the Specific Plan would provide adequate overall parking to accommodate the proposed uses. The encouragement of overflow parking in on-site parking areas would not substantially affect the amount of overall parking capacity available for on-site uses. Therefore, allowing overflow parking on-site would not result in additional significant parking impacts associated with the proposed Specific Plan.

Response PH1-7

Refer to Response 4A in Section 9.4 of this document.

Response PH1-8

It should be noted that Section 15131, *Social and Economic Effects*, of the State CEQA Guidelines, state that although economic or social information may be included in an EIR, economic or social effects of a project shall not be treated as significant effects on the environment. As described in Section 5.0, *Growth-Inducing Impacts*, of the Draft EIR, 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.

Response PH1-9

As described in Section 1.4, *Effects Found Not to Be Significant*, of the Draft EIR, 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. The installation of porous paving materials, if required by the City, would allow for greater percolation of site drainage flows, which would further reduce these less than significant impacts.

Response PH1-10

As described in Section 1.4, *Effects Found Not to Be Significant*, of the Draft EIR, 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. The size, location, and types of future parks in the City would be determined as part of capital improvement planning for parks and recreation facilities.

Response PH1-11

It should be noted that the Specific Plan includes a gated emergency access connection to the existing terminus of Glennora Way. An open, through access to Glennora Way is not proposed.

Response PH1-12

Refer to Response PH1-11.



Response PH1-13

Refer to Response PH1-11. It should be noted that Section 15131, *Social and Economic Effects*, of the State CEQA Guidelines, states that although economic or social information may be included in an EIR, economic or social effects of a project shall not be treated as significant effects on the environment.

Response PH1-14

The commentor requests clarification as to whether the commercial or residential components of the proposed Specific Plan would be the primary contributor to the significant and unavoidable impacts of the Plan. Significant and unavoidable impacts associated with the proposed Specific Plan include: loss of prime soils, emissions of air pollutants from project-generated traffic, cumulative air quality impacts, cumulative aesthetic changes to character of the site vicinity, and cumulative noise impacts on existing residences along Highway 246 east of the site. Any permanent disturbance of the site with urban uses, whether residential or commercial, in areas that currently contain prime agricultural soils would result in significant and unavoidable impacts related to agriculture, since the urban uses would preclude future potential farming of the site. To the extent that commercial uses generate more trips than residential uses, given a relatively comparable size and floor area ratio, commercial uses would contribute more to the identified significant and unavoidable Specific Plan impacts related to air emissions from project-generated traffic, and exposure of existing residences along Highway 246 east of the site to severe noise levels. A comparison of the magnitude of aesthetic impacts from planned residential and commercial uses would be subjective. The Draft EIR aesthetics analysis compares each proposed land use component to adopted design standards, but does not compare the impacts of commercial versus residential uses. When all issues are considered overall, commercial uses were determined to be the primary contributor to significant impacts. Alternative 2 in Section 6.0, *Alternatives*, of the Draft EIR, involves more commercial use but less residential use when compared to the proposed Specific Plan. As a result, this alternative is considered environmentally inferior to the proposed project. Alternative 4, which involves more residential use and less commercial use when compared to the proposed Specific Plan, is environmentally superior to the proposed Specific Plan.

Response PH1-15

Refer to Response PH1-14.

Response PH1-16

Refer to Response 4A in Section 9.4 of this document.

Response PH1-17

Refer to Response 5B in Section 9.4 of this document.

## March 6, 2003 Public Hearing Responses

### Response PH2-1

Specific Plan impacts related to traffic are described in Section 4.5, *Transportation and Circulation*, of the Draft EIR. Access constraints related to the distance between the easternmost site access to Highway 246 and Freear Drive were not identified by the City's traffic consultant. Limiting the easternmost site access to Highway 246 to right-turn only movements would eliminate potential left turn conflicts associated with the proximity of Freear Drive.

### Response PH2-2

As described in Section 4.5, *Transportation and Circulation*, of the Draft EIR, following buildout of the proposed Specific Plan, the intersection of McMurray Road/Highway 246 would operate at a level of service (LOS) B, which would be considered a less than significant impact. Specific Plan-generated traffic, in combination with traffic generated under cumulative General Plan buildout conditions, would result in potentially significant traffic impacts on area roadways. Implementation of recommended mitigation measures, including payment of fair share traffic mitigation fees, would reduce cumulative traffic impacts on this intersection to a less than significant level.

### Response PH2-3

Refer to Response 5B.

### Response PH2-4

As described in Section 1.4, *Effects Found Not to Be Significant*, of the Draft EIR, as the Specific Plan includes residential units, these school districts would need to accommodate the expected new enrollment. Future developers of the Specific Plan components would be required to pay school impact fees to offset this additional enrollment. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or developed of real property, or any change in governmental organization or reorganization." Given that these fees are presently adopted, fee payment would be required as a condition of approval. Upon payment of these fees, less than significant impacts would result. Similarly, the residential units included in the Specific Plan would increase the demand for neighborhood and regional park use. Based on the City standard of 5 acres of parkland for every 1,000 residents, the Specific Plan 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.



Response PH2-5

The commentor's support for the use of Glennora Way as a gated emergency access to the Specific Plan site is noted. The relocation of the existing traffic signal at Highway 246/Freeear Drive would not substantially improve traffic operations along either of these roadways, and is not required as a mitigation measure for the proposed Specific Plan.

Response PH2-6

The commentor's opinion that Glennora Way should provide access through the Specific Plan site is noted. The Specific Plan circulation plan proposes that Glennora Way be a gated emergency access only. Refer to Response PH2-2 and Section 4.5, *Transportation and Circulation*, of the Draft EIR for a discussion of Specific Plan impacts related to traffic congestion.

Response PH2-7

The commentor's support for the use of Glennora Way as a gated emergency access to the Specific Plan site is noted. Parking impacts associated with the proposed Specific Plan are addressed in Section 4.5, *Transportation and Circulation*, of the Draft EIR. As described therein, The proposed Specific Plan would provide a total of 926 on-site parking spaces, which would be sufficient to meet the overall parking requirements for the Specific Plan. 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. Refer to Response 5C for a discussion of Specific Plan impacts related drainage.

Response PH2-8

Refer to Responses PH2-1 and PH2-6. Refer to Section 9.2, *Errata*, of this Final EIR for a description of corrections to the Draft EIR.

Response PH2-9

The commentor states the opinion that buffers between planned development on the Specific Plan site and existing adjacent residential uses in the Thumbelina Subdivision should be larger. It should be noted that the proposed setbacks would be consistent with zoning requirements for the planned uses.

As described in Section 15131, *Social and Economic Effects*, of the State CEQA Guidelines, although economic or social information may be included in an EIR, economic or social effects of a project shall not be treated as significant effects on the environment. Therefore, an analysis of the economic effects of the proposed land use components of the Specific Plan is not provided in the EIR. However, economic information may be considered by the Planning Commission and City Council in their review of the merits of the Specific Plan.

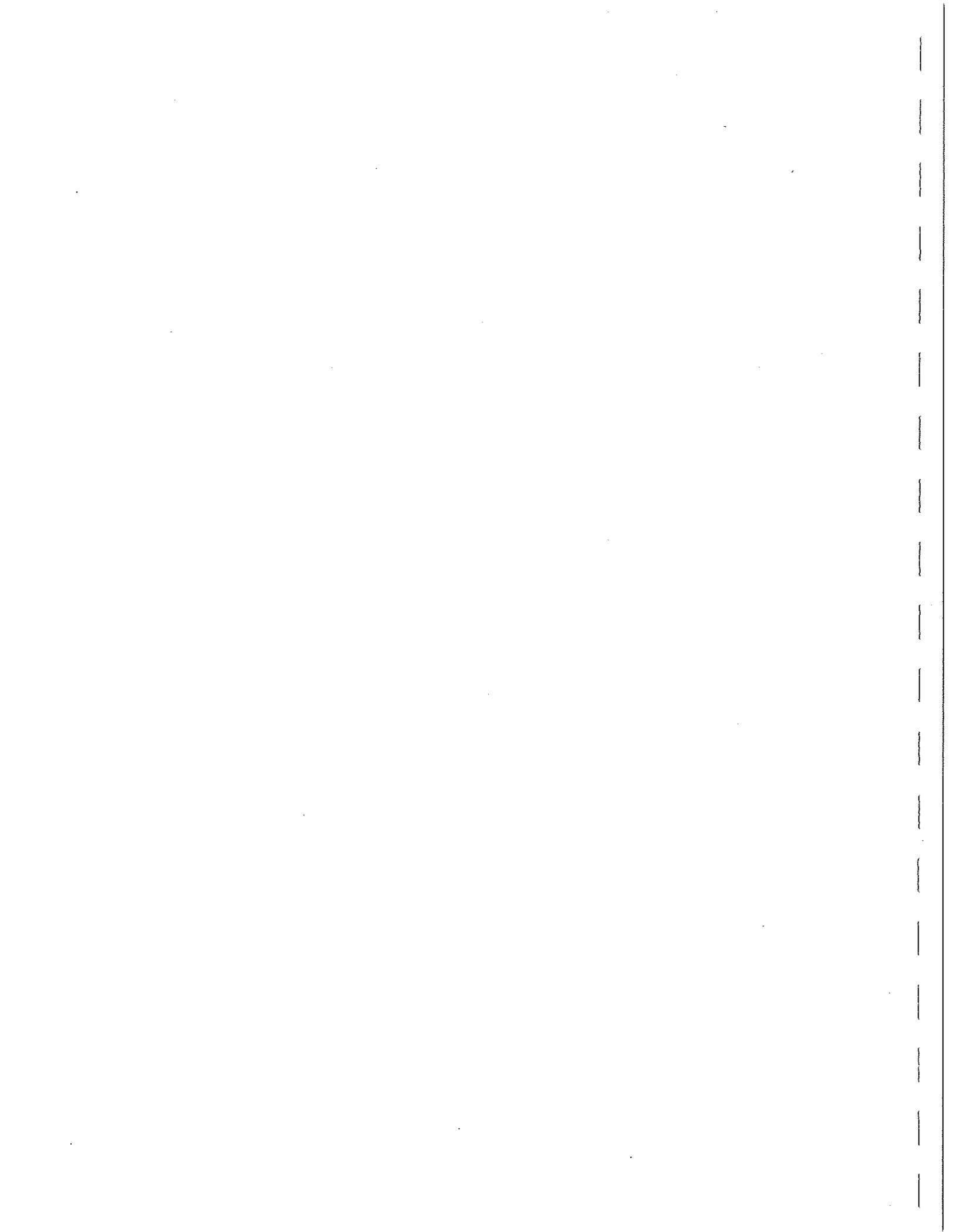
Response PH2-10

The commentor's opinion that Glennora Way should provide access through the Specific Plan site is noted. The Specific Plan circulation plan proposes that Glennora Way be a gated emergency access only. The use of homeowner's associations for landscape maintenance and other maintenance activities would not be expected to result in an environmental impact. As described in Section 1.4, *Effects Found Not to Be Significant*, of the Draft EIR, assuming that 1/3 of the students generated by the Specific Plan would attend Oak Valley Elementary School (grades 1-3), and that 2/3 of the students generated by the Specific Plan would attend Jonata Elementary/Middle School (grades K, 4-8), Oak Valley Elementary School would need to accommodate 16 new students, and Jonata Elementary/Middle School would need to accommodate 33 new students. The proposed residential component of the Specific Plan would therefore generate approximately 12 high school students. Future developers of the Specific Plan components would be required to pay school impact fees to offset this additional enrollment. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or developed of real property, or any change in governmental organization or reorganization." Given that these fees are presently adopted, fee payment would be required as a condition of approval. Upon payment of these fees, less than significant impacts would result. No additional mitigation measures would be required.

Mitigation Measure T-2(b) requires the McMurray Road driveways to be aligned opposite the existing driveways to reduce potential conflicts.

Response PH2-11

Mitigation Measure T-2(b) requires the McMurray Road driveways to be aligned opposite the existing driveways to reduce potential conflicts.

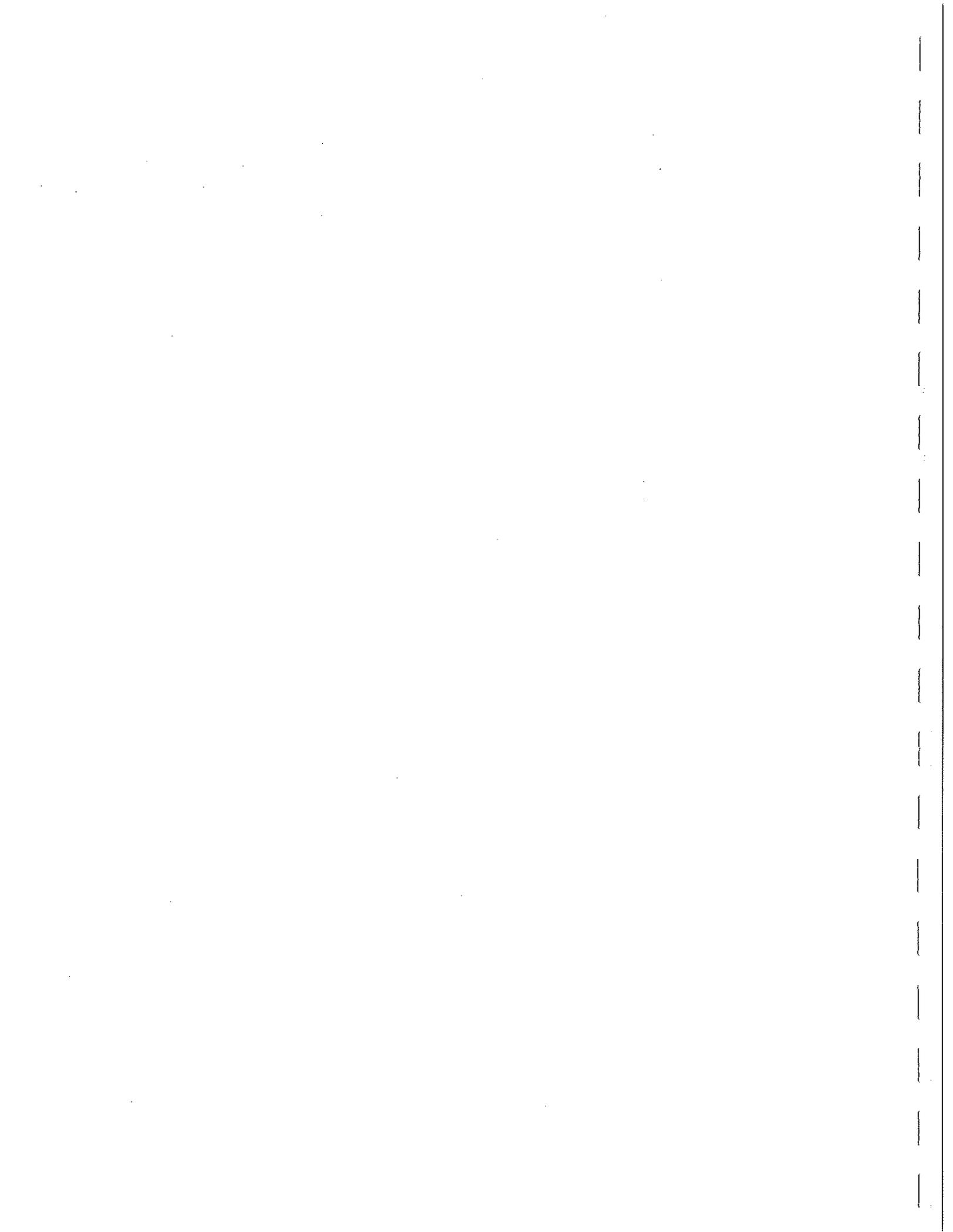


## 9.4 WRITTEN COMMENTS and RESPONSES on the DRAFT EIR

Each written comment regarding the Draft EIR that the City of Buellton received is included in this section. Responses to these comments have been prepared to address the environmental concerns raised by the commentors and to indicate where and how the EIR addresses pertinent environmental issues. The comment letters regarding the Draft EIR and included herein were submitted by public agencies, citizens groups, and private citizens. The comment letters have been numbered sequentially, and each issue within a comment letter, if more than one, has a letter assigned to it. Each comment letter is reproduced in its entirety with the issues of concern lettered in the right margin. References to the responses to comments identify first the letter number, and second, the lettered comment (6B, for example, would reference the second issue of concern within the sixth sequential comment letter).

### Commentor

1. Terry Roberts, Director, State Clearinghouse, State of California, Governor's Office of Planning and Research.
2. James Kilmer, California Department of Transportation, District 5, Development Review, February 24, 2003.
3. Vijaya Jammalamadaka, Air Quality Specialist, Technology and Environmental Assessment Division, Santa Barbara County Air Pollution Control District, February 19, 2003.
4. Carol Herrera, President, Women's Environmental Watch, February 20, 2003; March 6, 2003.
5. Joel R. Baker, February 18, 2003.
6. Steve Lykken, February 18, 2003.
7. Shelly Donahue, March 4, 2003.
8. Michael Hendrick, General Manager, Marriott Hotel, March 5, 2003.





Gray Davis  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse



Tal Finney  
Interim Director

February 25, 2003

Ray Severn  
City of Buellton  
140 West Highway 246  
Santa Barbara, CA 93427

RECEIVED  
MAR 03 2003  
CITY OF BUELLTON  
Planning Department

Subject: Oak Springs Village Specific Plan  
SCH#: 2003011038

Dear Ray Severn:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on February 24, 2003, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

1A

Document Details Report  
State Clearinghouse Data Base

RECEIVED

MAR 03 2003

CITY OF BUELLTON  
Planning Department

**SCH#** 2003011038  
**Project Title** Oak Springs Village Specific Plan  
**Lead Agency** Buellton, City of

**Type** EIR Draft EIR

**Description** 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.

**Lead Agency Contact**

**Name** Ray Severn  
**Agency** City of Buellton  
**Phone** 805-688-7474 **Fax**  
**email**  
**Address** 140 West Highway 246  
**City** Santa Barbara **State** CA **Zip** 93427

**Project Location**

**County** Santa Barbara  
**City** Buellton  
**Region**  
**Cross Streets** Highway 246, McMurray Road  
**Parcel No.** 137-090-045  
**Township**

**Range**

**Section**

**Base**

**Proximity to:**

**Highways** 101, 246  
**Airports**  
**Railways**  
**Waterways** Zaca Creek, Santa Ynez River  
**Schools**  
**Land Use** Zoned and designated CR (General Commercial).

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Regional Water Quality Control Board, Region 3; Native American Heritage Commission; State Lands Commission

**Date Received** 01/10/2003 **Start of Review** 01/10/2003 **End of Review** 02/24/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

*Letter 1*

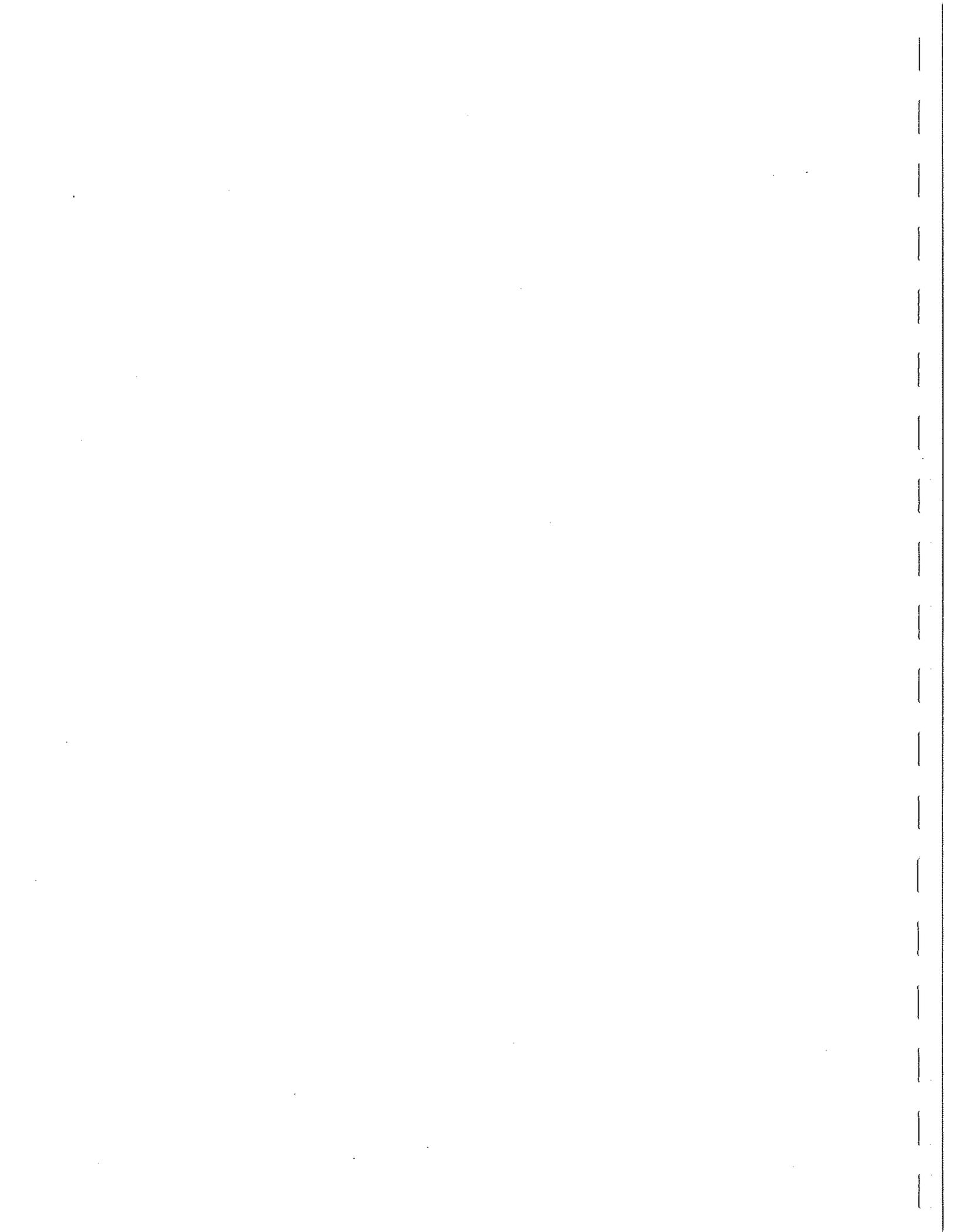
**COMMENTOR:** Terry Roberts, Director, State Clearinghouse, State of California,  
Governor's Office of Planning and Research

**RESPONSE:**

Response 1A

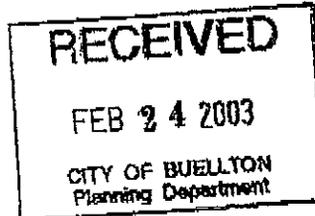
The commentor states that he has distributed the Draft EIR to selected state agencies for review and acknowledges that the City has complied with the State Clearinghouse review requirements for draft environmental documents.





**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
 SAN LUIS OBISPO, CA 93401-5415  
 TELEPHONE (805) 549-3111  
 TDD (805) 549-3259  
<http://www.dot.ca.gov/dist05>



*Flex your power!  
 Be energy efficient!*

February 24, 2003

SB- 246 PM 26.37  
 Oak Springs Village  
 Specific Plan, DEIR - NOC

SCH 2003011038

Mr. Ray Severn, Planning Director  
 City of Buellton  
 140 West Highway 246  
 Buellton, CA. 93427

Dear Mr. Severn

The California Department of Transportation (Department) Staff has reviewed the above referenced document and as a result, the following comments were generated.

1. **(Ref. Table ES-1. Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts, page ES-12).** The traffic study needs to analyze the project's trip generation, assignments, and Level of Service (LOS) vis-a-vis the two proposed entrances on Route 246. Furthermore, the DEIR does not discuss traffic mitigation on Route 246 and yet this project proposes to construct two new entrances onto the property from route 246. The Department requests that a revised traffic study be completed, addressing the above referenced concerns. Given that this project is expected to generate 507 PM peak hour trips, the prospect of significant traffic impacts on State Route 246 at the proposed project entrance locations is a concern for the Department.

In lieu of a revised traffic study, discussions with District 5 Traffic Operations Staff indicate that the Department would request that the conditions of project approval include the following for project specific mitigation:

- Construct a second Route 246 westbound travel lane the length of the project frontage on 246
- Eliminate the 2<sup>nd</sup> Route 246/project entrance (ingress & egress location on the eastern side of the project). The Department will only recommend one entrance location in such a confined frontage space.

Mr. Severn  
February 24, 2003  
Page 2

- Construct right turn channelization into the project off of the new westbound Route 246 travel lane.
- Construct curb/gutter & sidewalk improvements with landscaping.
- Dedicate of an irrevocable offer of Right Of Way (ROW) to accommodate the above referenced improvements on Route 246, if indeed the ROW is needed.

2A  
(Cont'd.)

Please be advised that the project proponents will need to apply for an Encroachment Permit for all work done in the State Highway ROW. Please contact Mr. Steve Senet, Senior Permit Engineer at 549-3206. All work done in the State ROW will be done to Department's engineering and environmental standards and at no cost to the State.

Also, please set as a condition of occupancy the requirement that the project proponents substantiate the above mentioned improvements were completed to Department standards (through a letter of acknowledgement from the Department Permits Office) to be submitted to the Lead Agency prior to the issuance of the Certificate of Occupancy.

2. (Ref. Page 4.5-16, Section d. Cumulative Impacts) The Department agrees with the City of Buellton's requirement that the development allowed by the Oak Springs Village Specific Plan, pay into the City's traffic impact fee program to offset cumulative traffic impacts to among other facilities, the affected State Highway infrastructure.

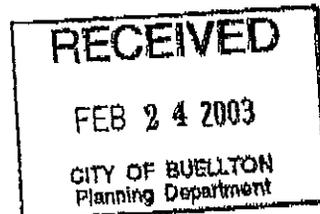
2B

I hope this gives you an understanding of the Department's concerns regarding this project. If you have any questions please call me at 549-3683.

Sincerely;

James Kilmer  
District 5  
Development Review

cc: File, D. Murray, R. Barnes, S. Senet



*Letter 2*

**COMMENTOR:** James Kilmer, California Department of Transportation, District 5,  
Development Review

**DATE:** February 24, 2003

**RESPONSE:**

Response 2A

The commentor suggests several mitigation measures to improve traffic flows on Highway 246 under Specific Plan buildout conditions. The suggested roadway improvements included construction of a second Highway 246 westbound travel lane along the project frontage, elimination of the proposed Highway 246 project entrance on the eastern side of the site, construction of a right turn channelization into the site off the new westbound Route 246 travel lane, construction of a curb/gutter and sidewalk improvements along the site frontage, and dedication of right-of-way to accommodate the referenced improvements to Highway 246.

The portion of Highway 246 adjacent to the project site was improved to provide two travel lanes in each direction, a median lane and an 8-foot shoulder as part of a City project in 2002. Therefore, the second westbound travel lane recommended by the commentor has already been implemented. The second Highway 246 project driveway in the eastern portion of the site is necessary to provide good traffic flow on-site. The driveway would be located opposite the existing Burger King driveway on the south side of Highway 246 and would be a sufficient distance from Freear Drive to minimize potential conflicts. The proposed circulation plan provides access to McMurray Road. As a result, during peak periods, traffic can use the driveways on McMurray Road to access the traffic signal at McMurray Road/Highway 246. The recommendation to construct a right turn channelization into the site from Highway 246 is consistent with City Circulation Element plans for the roadway, and was recently completed by the 2002 City improvements to Highway 246. The existing 8-foot shoulder would provide an area for the turning traffic to exit the travel lane, and would be sufficient to accommodate the projected turning movements at the site. The recommended curb/gutter and sidewalk along the Highway 246 site frontage is already in place. The City will condition the project to provide landscaping in accordance with the City's vision for the Highway 246 corridor. The City's development review process for the Specific Plan and future projects proposed on the site will assure conformance with City criteria and vision for Highway 246 access and circulation.

Response 2B

The commentor's concurrence with the requirement that development in the Specific Plan area pay fair share traffic mitigation fees is noted.





Santa Barbara County  
Air Pollution Control District

February 18, 2003

Ray Severn, Planning Director  
City of Buellton  
P.O. Box 1819  
Buellton, California 93427

RECEIVED  
FEB 21 2003  
CITY OF BUELLTON  
Planning Department

RE: Oak Springs Village Specific Plan: Draft EIR Comments

Dear Ray,

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to provide comments, germane to the statutory responsibilities of our agency, on the DEIR for the above referenced project.

The APCD concurs with the classification of Air Quality impacts as Class I (as defined on Page 4-1),

1. As stated in our response to the Notice of Preparation and the Project Objectives on Page 2-19, the APCD acknowledges that the intent of this mixed-use project is to reduce the reliance on the automobile for commuter trips. However, in order to make it a truly effective project, some additional changes are suggested below.
2. Overall, the DEIR shows a disconnect between the air quality analysis and the traffic analysis and a disregard for the close connection between land use, transportation and air quality effects. Please make sure that the analyses are consistent and that land use and transportation are integrated in the planning process.

a) For example, the traffic study indicates that the project would generate a total of 5,322 trips (page 4.5-6); yet the air quality analysis assumes 10,195.24 trips (page 2 of Appendix C). Please note that CEQA requires a reasonable worst-case analysis and the scenario should be defined as close to reality as possible.

b) This type of commercial/retail project is typically known to have boilers, generators, chillers and other stationary source equipment. Please note that the APCD needs to review this type of information because APCD permits may be required for the stationary sources. The project must comply with APCD prohibitory Rules (see [www.sbcapcd.org](http://www.sbcapcd.org) for the rules). For example, APCD permits will be required for any single boiler > 5MMBtu/hr or a "combination" of boilers > 5 MMBtu/hr in compliance with APCD Rule 342.

d) In addition, in the event the APCD is a responsible agency under CEQA, the DEIR should include the environmental impacts all stationary equipment because the APCD will rely on the Final EIR to fulfill the requirements of CEQA for the subsequent, discretionary APCD permit. The emissions from the boilers,

3A

3B

3C

generators, etc. should be added to the operational emissions to compare to the threshold of significance for the total project.

3C  
(Cont'd)

e) The DEIR states that the specific plan provides 926 parking spaces—considerably more than the 730 spaces considered necessary by the City code requirements. Please note that for the air quality mitigation measures to succeed in getting people to use alternative transportation, the City must, at least, reduce the number of parking spaces to the minimum necessary for the project. We also note that the design and layout of the project could be more pedestrian-friendly (see Comment 4 below).

3D

### Specific Comments

1. **Pages 4.3-1 through 4.3-4.** The DEIR provides unnecessary information regarding the environmental setting and regulatory setting without making it relevant to the analysis of project under review. Please see comments above regarding APCD permits and other requirements, which should be included in the regulatory setting.
2. **Page 4.3-6, project Impacts and Mitigation Measures.** The text states that the mobile emissions analysis was based on a project fleet mix of 58.76% light duty automobiles but the printouts in Appendix C show that a fleet mix consisting of 61.4% light duty automobiles was incorrectly used. Please re-run URBEMIS 2001 with the correct fleet mix and correct this inconsistency in the document.
3. **Page 4.3-11 AQ-3(i).** Please add the following mitigation to the list: Diesel particulate emissions shall be reduced using EPA or California-certified and/or verified control technologies like particulate traps.
4. **Page 6-7, Alternative 4:** Although air quality is classified as a significant impact, we note that Alternative 4 is based only on quantitative adjustments to square footage of commercial and residential uses. There is no site design alternative proposed that will reduce air quality impacts compared to the proposed project. One alternative, which provides an incremental air quality solution is to place retail buildings on the front lot line to add visual interest and encourage pedestrian traffic not only from on-site residential but also from existing neighboring residential developments. The project could include direct, barrier-free pedestrian access from building entrances to these areas and to transit stops, and the bicycle racks should be located as conveniently as possible. Mid-block pedestrian crossings, sidewalks, landscaping, curb extensions and other traffic calming road design improvements at appropriate places on McMurray Road and Highway 246 would also encourage pedestrians (see <http://www.walkable.org/download/download.htm>). Adding these simple design changes could go a long way towards getting people out of their cars for daily needs and reduce some of the air pollution.

3E

3F

3G

3H

5. In light of the significant cumulative and project-specific air quality impacts, the APCD strongly encourages additional mitigation measures to avoid significant deterioration of air quality. CEQA requires that all feasible measures be implemented to reduce significant impacts. One measure is to ensure that the residential units onsite are used by employees of the commercial uses. This can be done through a City-Developer agreement regarding the sale of the units in three tiers-- for sale first to the employees of the commercial uses before opening it up to the residents of Buellton and then to the general public.

31

Please consider these or similar alternatives to make this part of the community more livable. Please call me at 961-8893 or contact me by e-mail [vlj@sbcapcd.org](mailto:vlj@sbcapcd.org), if you have questions.

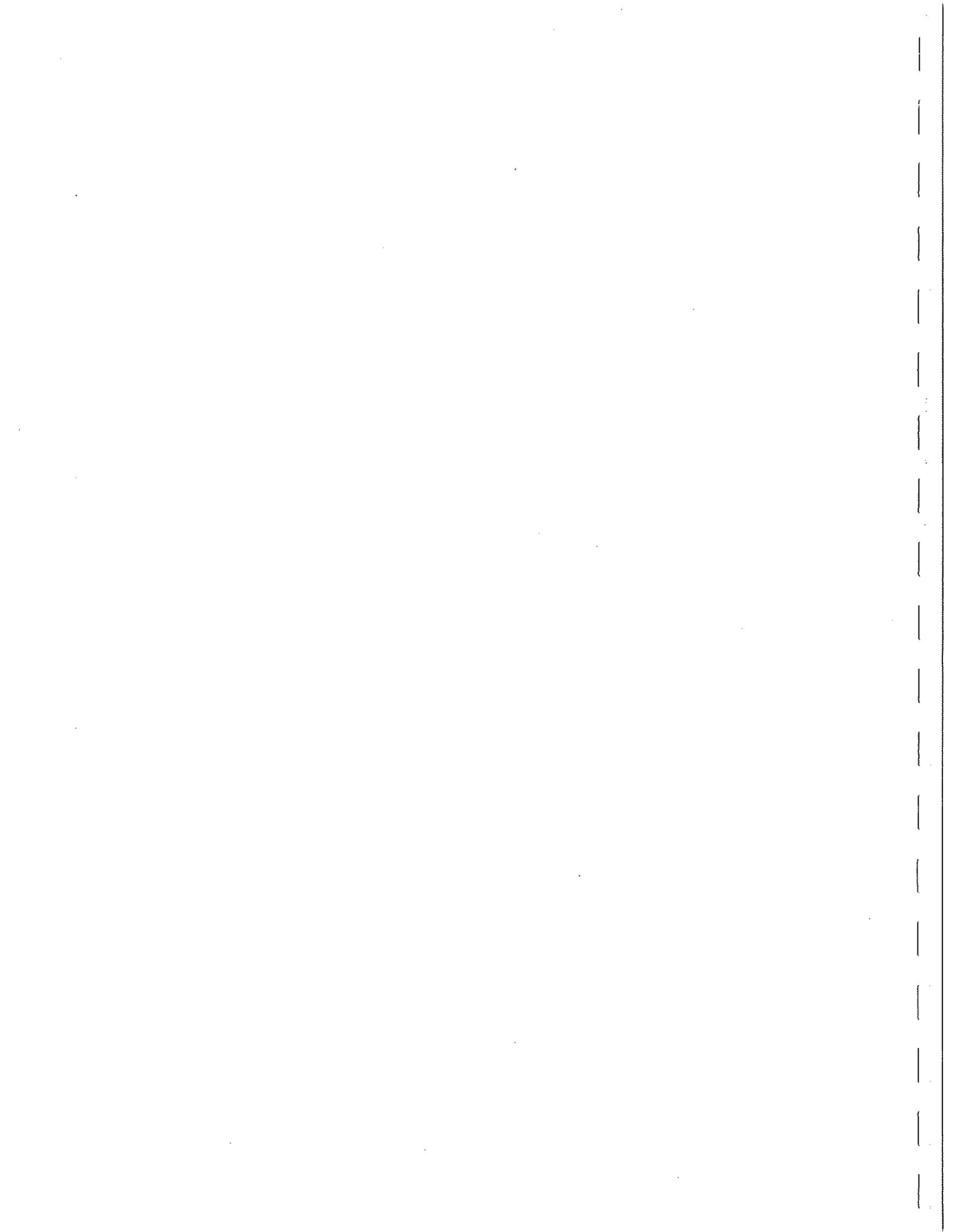
Sincerely,



Vijaya Jammalamadaka, AICP  
Air Quality Specialist  
Technology and Environmental Assessment Division

cc: Project File (Buellton: Oak Springs Village Specific Plan)  
TEA Chron File

\\NI3\Groups\PCA\WP\PCACORR\Buellton Oak Springs Village SP DEIR.doc



Letter 3

COMMENTOR: Vijaya Jammalamadaka, Air Quality Specialist, Technology and Environmental Assessment Division, Santa Barbara County Air Pollution Control District

DATE: February 19, 2003

RESPONSE:

Response 3A

The commentor's concurrence with the Draft EIR's conclusions of Class I, significant and unavoidable, air contaminant emissions impacts is noted.

Response 3B

The original model inputs in the Draft EIR air quality analysis evaluated a worst-case traffic scenario. The commentor provides revised model inputs for the air quality model (Urbemis 2001 for Windows) of Specific Plan emissions. These revised model inputs are based on the Draft EIR traffic analysis and therefore accurately represent emissions from Specific Plan buildout, rather than a theoretical worst-case scenario. The revised model inputs resulted in substantially reduced estimates of air contaminant emissions from the proposed Specific Plan. The revised air emissions model results are included as revised Appendix C and included at the end of this document. Tables 4.3-3 and 4.3-4 on page 4.3-6 of the Draft EIR have been revised as follows:

**Table 4.3-3 Mobile Source Emissions Associated with Proposed Project**

Emission Source	ROC (lbs/day)	NO <sub>x</sub> (lbs/day)	CO (ppm)	PM <sub>10</sub> (µg/m <sup>3</sup> )
Mobile (Traffic)*	250.09 <b>120.08</b>	279.29 <b>132.09</b>	2,767.39 <b>1,311.43</b>	42.49 <b>5.90</b>
Exceeds APCD Threshold (25 lbs/day)?	Yes	Yes	NA	NA

Note: See Appendix C for calculations.

\*Unmitigated emissions generated from URBEMIS 2001 for Windows.

In addition, the text of page 4.3-7 of the Draft EIR has been revised as follows:

"Combined mobile and stationary emissions generated from the proposed project would **not** exceed the APCD threshold of 240 pounds per day for ROG and NO<sub>x</sub>, ~~but would not exceed or~~ the 80 pounds per day threshold for PM<sub>10</sub>. Operational emissions resulting from vehicular traffic from the proposed project are estimated at ~~250.09~~ **120.08** pounds per day of ROG (which is functionally equivalent to ROC), and ~~279.29~~ **132.09** pounds per day of NO<sub>x</sub>. 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<sub>x</sub> and ROC. Therefore, the project is considered to have a potentially significant impact."

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

<u>Emission Source</u>	<u>ROC (lbs/day)</u>	<u>NO<sub>x</sub> (lbs/day)</u>	<u>CO (ppm)</u>	<u>PM<sub>10</sub> (µg/m<sup>3</sup>)</u>
Natural Gas Combustion**	0.23 <b>0.21</b>	3.09 <b>2.85</b>	1.27 <b>1.17</b>	0.01
Consumer Products**	7.63	--	--	--
Mobile (Traffic)** (See Table 4.3-3)	250.09 <b>120.08</b>	279.29 <b>132.09</b>	2,767.39 <b>1,311.43</b>	12.49 <b>5.90</b>
Total	257.95 <b>120.29</b>	282.38 <b>134.94</b>	2,768.66 <b>1,312.6</b>	12.50 <b>5.91</b>
Exceeds APCD Threshold (240 lbs/day for ROC and NO <sub>x</sub> ; 80 lbs/day for PM <sub>10</sub> )?	Yes <b>No</b>	Yes <b>No</b>	NA	No

Note: See Appendix C for calculations.

\*\*Unmitigated emissions generated from URBEMIS 2001 for Windows.

These EIR revisions do not identify a new impact or increase in the magnitude of an impact. The Draft EIR impact statement that the proposed project would result in the emission of air pollutants at levels that would exceed the APCD's significance thresholds for NO<sub>x</sub> and ROC remains accurate.

Response 3C

The proposed Specific Plan indicates commercial land uses on the site, but does not identify specific commercial design components. The commentor notes that the proposed commercial uses could contain boilers, generators, chillers, and other stationary source equipment. Such equipment could generate minor amounts of nitrogen oxides and/or carbon monoxide. As a result, APCD permits may be required for future stationary sources on the site. According to APCD Rule 342, boilers, steam generators, and process heaters with rated heat inputs greater than or equal to 5 million Btu per hour used in commercial operations require an APCD permit. According to APCD Rule 360, water heaters, boilers, steam generators or process heaters with a rated heat input capacity greater than or equal to 75,000 Btu per hour up to and including 2,000,000 Btu per hour require an APCD permit. Compliance with these existing APCD regulatory programs would ensure that stationary emissions sources associated with the proposed commercial uses on the site would not exceed APCD criteria for NO<sub>x</sub> or CO.

Response 3D

The commentor expresses the opinion that the provision of additional parking spaces in excess of City Parking Code requirements would deter users of the proposed land use components from participating in alternative transportation strategies. The effect of a reduction of parking spaces on the level of participation in ridesharing, bicycling, and other alternative transportation strategies is somewhat speculative. As a result, any estimate of the reduction in vehicle emissions attributable to a reduction in parking spaces would be speculative. It is anticipated that the strategy of parking reduction would be most effective in areas that contain off-site overflow parking areas, since parking areas at full capacity would otherwise result in substantial searching for parking spaces or driving longer distances to find parking. The Specific Plan area does not contain substantial off-site overflow parking areas. Therefore, a

reduction of parking at the Specific Plan site could result in additional travel distances, and vehicle idle time to search for spaces, which could result in additional air contaminant emissions. For these reasons, the additional mitigation suggested by the commentor would not be effective. Note that Mitigation Measure AQ-1(a) requires future developers on the Specific Plan site to provide alternative transportation information to site occupants, which would encourage participation in such programs.

Response 3E

The information provided in the environmental setting portion of Section 4.3, *Air Quality*, of the Draft EIR applies to the South Central Coast Air Basin, in which the Specific Plan site is located. Therefore, the environmental setting is directly relevant to the proposed Plan. The following discussion of potentially applicable APCD rules has been added to "Air Pollution Regulation" on page 4.3-3 of the Draft EIR:

**"Pursuant to the California Health and Safety Code, the APCD maintains the authority to develop, adopt, and enforce air quality rules and regulations. While an APCD air quality rule can take many shapes, it often outlines requirements for specific activities such as open burning, incineration, gasoline storage, oil and gas processing, painting and refinishing, degreasing, dry cleaning, asphalt paving, and chrome plating. Several of these rules, including prohibitory rules and new source review regulations, may apply to the planned commercial uses on the Specific Plan site. Prohibitory rules that may apply to the Specific Plan commercial uses include rules regarding control of nitrogen oxides from boilers, steam generators and process heaters, and emissions of nitrogen oxides from large water heaters and small boilers. For example, APCD permits would be required for any single boiler that exceeds 5 million Btu per hour or a combination of boilers that exceed 5 million Btu per hour.**

Stationary sources (e.g., businesses, utilities, government agencies, and universities) need an APCD permit before constructing, changing, replacing, or operating any equipment or process which may cause air pollution. The APCD permitting process consists of four steps: (1) an Authority to Construct (ATC) Permit; (2) a Source Compliance Demonstration Period (SCDP); (3) a Permit to Operate (PTO); and (4) Reevaluation every three years."

Response 3F

Refer to Response 3B.

Response 3G

Mitigation Measure AQ-3(i), on pages 4.3-12 and ES-10 of the Draft EIR, has been revised to include the following:

- "Diesel particulate emissions shall be reduced using EPA or California-certified and/or verified control technologies like particulate traps."

Response 3H

The commentor describes a possible project alternative that could have been evaluated in the Draft EIR and that could be selected as the Project during the project approval process. The alternatives analysis presented in Section 7.0 of the Draft EIR includes a range of reasonable alternatives that would reduce environmental impacts and achieve project objectives. As described in Section 15126.6 of the State CEQA Guidelines, "An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation."

The commentor suggests a design alternative that places the proposed commercial uses along the Highway 246 site frontage. As described throughout the Draft EIR, the Specific Plan includes two commercial buildings along the Highway 246 frontage, and generally orients planned commercial development along Highway 246 and McMurray Road. The proposed site plan does not include substantial barriers to pedestrian movement between the planned commercial uses and adjacent roadways. The commentor's suggestions for placing bicycle racks as conveniently as possible to encourage use and to provide mid-block road crossings are noted.

Response 3I

The commentor suggests incorporation of an additional mitigation measure that would require the sale of planned residential units first to employees, then to Buellton residents, then to the general public. While this mitigation measure may result in fewer vehicle miles traveled and associated emissions due to a reduction in average length of commutes to work, the City does not have a feasible mechanism to enforce the measure. In addition, it should be noted that the choice of residential location often represents a compromise between dispersed work locations of many household members, as well as other social factors that are more appropriately evaluated as personal choices rather than regulatory requirements. Finally, such a measure would burden future property owners on the Specific Plan site in a manner that is not in proportion to the identified air quality impact.



To: Members of the Buellton Planning Commission

From: Carol Herrera, President *Carol Herrera*  
Women's Environmental Watch  
688-8585

Subject: Exterior Lighting for the Future

Date: February 20, 2003

Dear Members of the Buellton Planning Commission:

Your meeting tonight is focusing on the Environmental Impact Report for the Oak Springs Village application. We appreciate having been sent a copy of the report. We have reviewed it and will be providing more in depth recommendations before the period for public comment closes. Our general observation about the report is that the exterior lighting proposals need more specificity to ensure that light trespass and glare is prevented. However the general direction is a good one.

Women's Environmental Watch, a non-profit organization established in 1992 to serve the Santa Ynez Valley Community, is committed to educating ourselves and our community about critical ecological issues that bear directly upon the quality and integrity of life. Three years ago we developed a program called "Save Our Stars" to find ways to decrease light trespass and glare so we can all enjoy the night sky. We have found that the energy crisis is providing more visibility on lighting concerns. For example the California Energy Commission recently issued two documents titled: "Reduction of Outdoor Lighting" and "Background Information on S B 5 X Outdoor Lighting Standards". The Commission has targeted July 1, 2003 for adoption of these Standards with 2005 to have the Standards included into the Building Codes. The focus of the standards is on saving electricity. However one of the strategies identified is to use a completely shielded bulb or "full cut off" fixture so the light goes down to where it is needed.

Many communities across North America are finding ways to decrease light pollution so that the public can enjoy the night sky. Some communities such as Encinitas, in the San Diego area, call themselves a "dark sky community". The Women's Environmental

4A

Watch has developed a Position Statement on Outdoor Night Lighting for the Santa Ynez Valley that I have included in your packet of information. We have found that when non polluting exterior lights are installed in the first place, it is less expensive than having to go through a retrofit program. However the City of Calgary in Canada has recently launched an "EnviroSmart Streetlights Retrofit Project" to retrofit 11,000 residential streetlights with lower wattage and flat lens fixtures known as "full cutoff" fixtures. The project is due to take place over the next three to four years and is expected to cost 7.2 million dollars. The City expects to recover the costs over a six to seven year period with continued savings of approximately \$2 million a year thereafter. Not only is energy saved, but neighbors will not be complaining about glare from a neighbor's yard light. They will be able to see the stars and night sky again.

4A  
(Cont'd)

As you make decisions about specific developments in your community, Women's Environmental Watch requests that you think through the exterior lighting policies and how they will benefit your city now and in the future. Questions such as: "how much lighting do we need?; what type of fixtures are desirable?; and what wattage is necessary?. You can avoid light trespass and glare by requiring "full cut-off" fixtures now so you won't have to retrofit later. I have added some information about lighting issues in general, lighting fixtures that do not cause glare and light trespass, a listing of manufacturers and how to contact them, as well as a copy of the Calgary Streetlight Project. As an organization, Women's Environmental Watch is a member of the International Dark Sky Association. Many of the attachments that I have included come from their website and are available for anyone to use. They do not endorse any specific manufacturer, but identify those lights that meet their standard of "full cutoff" and lists the manufacturers who produce them.

Thank you for this opportunity to speak to you about lighting issues. If we can be of help to you, please let me know. I will be submitting specific comments about the Oak Springs Village Application in the near future.

Attachments:

Position Statement on Outdoor Night Lighting, W.E. Watch  
An Introduction to the Issues of Light Pollution  
Examples of Good and Bad Lighting Fixtures  
Why Should a City Government Be Concerned About Light Pollution?  
Calgary Sheds New Light On Environmental Stewardship: Launch of EnviroSmart  
Streetlights Retrofit Project  
Security Lighting: Let's Have Real Security, Not Bad Lighting  
Residential & Dusk to Dawn  
Area Pedestrian - Architectural  
Landscape Lighting  
Post Top - Architectural  
Road Way & Area - Architectural  
Roadway- Utility  
Lighting Manufactures



March 6, 2003

Ray Severn, Planning Director  
City of Buellton  
P.O. Box 1819  
Buellton, California 93427

RE: Oak Springs Village/Draft Environmental Impact Report/Jan. 2003

Dear Ray,

Women's Environmental Watch appreciates the opportunity to provide comments regarding the environmental impacts of the proposed land use of the 24 acre parcel at McMurray Road and Hwy. 246.

Firstly, we consider that the Modified Plan named Alternative 4 is the most appropriate for this particular area of the Santa Ynez Valley. The impact on air quality and traffic is reduced. There is presently a need in the Valley for more affordable housing. The plan for an assisted-living senior center is desirable to all the community at large.

With regard to the mitigation measures mentioned in Table ES-1, all of the mitigation measures described are important and should be considered. Since the project is named "Oak Springs", the landscaping theme should include primarily native shrubs and native oaks. The size of the open space/park area should be as large as possible with three acres set aside for this important feature.

#### 4.1 AESTHETICS

b. Visual Character of the Site: We consider the issue of exterior lighting and the glare and light trespass that it can produce to be of prime importance to this planned village. Poor exterior lighting such as already exists in the immediate area to the west, south and east of this parcel, already lights up this area excessively. With correct full-cutoff lighting fixtures in commercial buildings, walkways, residences and street areas facing Hwy 246 and McMurray Road, Oak Springs Village could serve as a model for the future developments in Buellton. The "sky glow" that Buellton produces impacts the entire rural community of the Santa Ynez Valley.

c. Regulatory Setting. These guidelines are a good start, but not specific enough. The guidelines need the wording "full-cutoff", "minimum wattage", "aimed downward only" and "minimum height" for all exterior lighting descriptions.

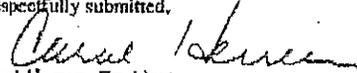
AES-1 (a) Street Lighting Guidelines. This needs more specifics. The control of light trespass or light spillage of nearby areas and all surrounding areas. For example, Joel and Charlotte Baker's Ranch immediately above on the north side is high above the projected area and will receive all the light glow, glare to all its acreage. Land that will certainly eventually be subdivided and built out as upscale homes in the future.

#### TRAFFIC:

All analysis of the traffic congestion and flow that currently exists, is not allowing for the immediate future change after the Chumash Gambling Casino is built out to its maximum. The number of cars traveling east and west on Hwy. 246 will increase considerably and should be allowed for in the plan's ingress and egress.

Our organization hopes that our comments can assist the Buellton Planning Commission in its work of shaping the analysis and alternatives that best serve the City and the Valley.

Respectfully submitted,

  
Carol Herrera, President

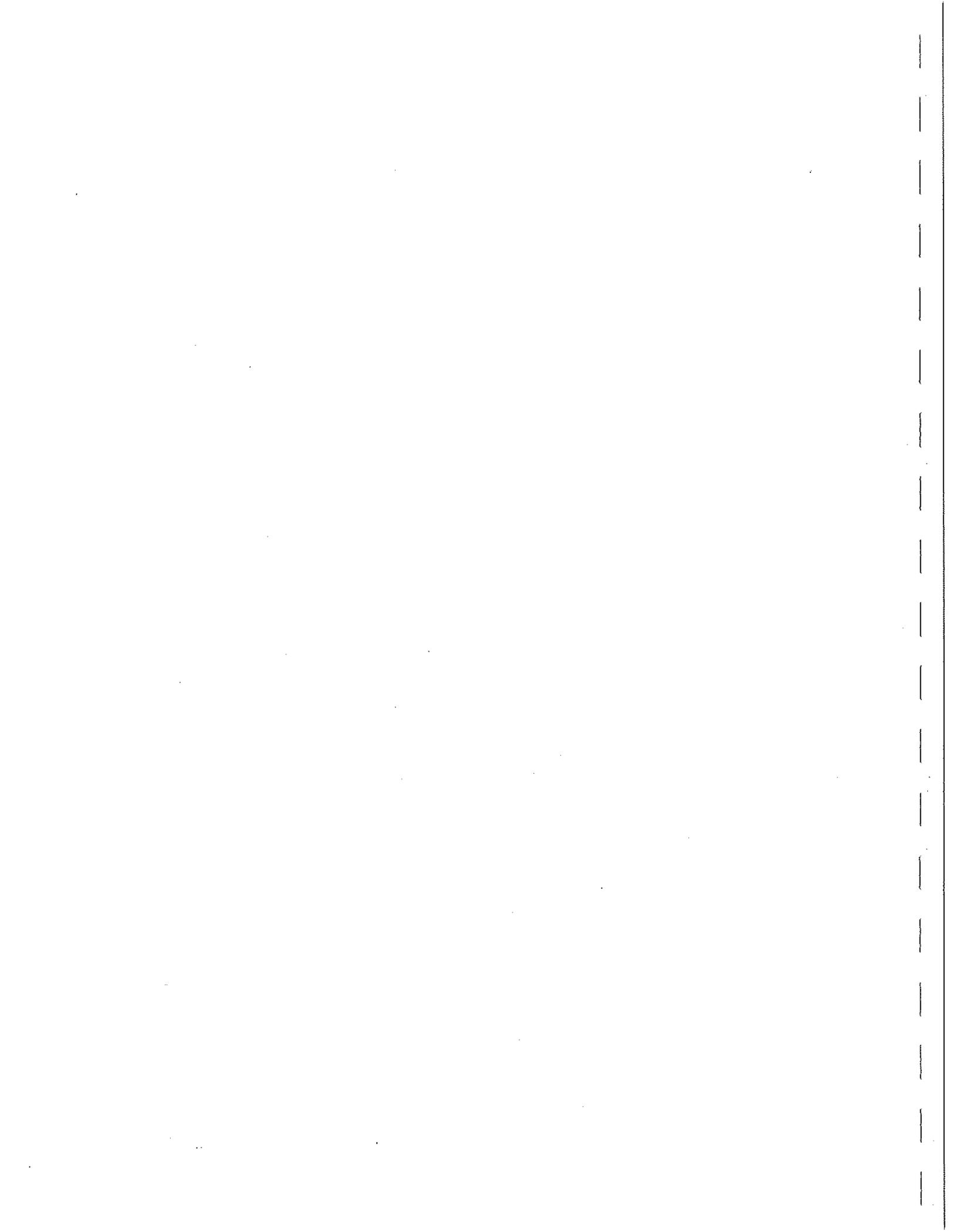
4B

4C

4D

4E

4F



*Letter 4*

COMMENTOR: Carol Herrera, President, Women's Environmental Watch

DATE: February 20, 2003; March 6, 2003

RESPONSE:

Response 4A (Letter of February 20, 2003)

As described in Section 4.1, *Aesthetics*, of the Draft EIR, Specific Plan site streetlights, entry lights, and interior lights have the potential to adversely affect nearby residences and degrade the nighttime view of the area. Lighting plans have not yet been prepared for the individual land use components on the site. As required by Mitigation Measure AES-1(a), 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. These measures would reduce project impacts related to lighting to a less than significant level. In addition, lighting plans for individual components of the Specific Plan would be reviewed during the design review phase of development projects. However, under cumulative conditions, development under the Specific Plan, including lighting and other design features, would incrementally contribute to the irrevocable alteration of the rural character of the area, which would be considered a Class I, significant and unavoidable, impact.

Response 4B (Letter of March 6, 2003)

The commentor expresses support for Alternative 4, the Modified Plan alternative. 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. This alternative would generally meet the project goals and objectives. However, this alternative would not provide mitigation to the same extent as the proposed Specific Plan and is less consistent with the General Plan Commercial land use designation for the site.

The commentor's support for the affordable housing and senior assisted living land uses on the site is noted.

Response 4C (Letter of March 6, 2003)

The commentor's support for the mitigation measures identified in the Draft EIR is noted. The proposed Specific Plan includes a development standard that "Plant species for the landscape buffers and other areas outside of the Recreation/ Open Space, shall be native, drought resistant species".

As described in Section 1.4, *Effects Found Not to Be Significant*, of the Draft EIR, 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.

Response 4D (Letter of March 6, 2003)

The City's Community Design Guidelines, referenced by the commentor, contain provisions that regulate the design of future development, and apply to all development projects within the City's design review area. Additional mitigation measures related to lighting have been specified in the Draft EIR and would be applied to the future development projects on the Specific Plan site. Refer to Response 4A.

Response 4E (Letter of March 6, 2003)

Refer to Response 4A. Mitigation measure AES-1(a) contains lighting requirements for tract-wide improvements. Future development projects on the Specific Plan site would be reviewed for compliance with the City's Community Design Guidelines. Additional conditions of approval and/or mitigation measures regarding lighting could be imposed on such future projects as they are proposed on the site. It should be noted that the adjacent property north of the Specific Plan site is located within the County and is not proposed for development at this time.

Response 4F (Letter of March 6, 2003)

According to the City's traffic consultant, although the Chumash Casino Expansion Project would generate additional average daily trips, it would not generate a substantial increase in peak hour trips in the project vicinity, since the Chumash project would generally accommodate existing users of the casino facility (Dick Pool, Associated Transportation Engineers, Telephone Communication, March 19, 2003). The additional traffic generated by the Chumash Casino Expansion Project, together with the new traffic generated by cumulative projects in the vicinity, would not change the cumulative level of service forecasts at the study area intersections and therefore would not change the findings of the Draft EIR.

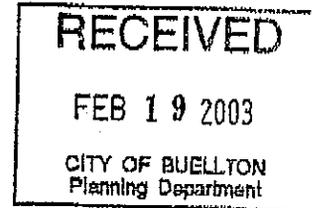
**J R B**



**Polo**

February 18, 2003

Mr. Ray Severn  
Planning Director  
City of Buellton Planning Department  
P.O. Box 1819  
Buellton, CA 93427



Re: Oak Springs Village Specific Plan

Dear Ray:

As you know, I have a long history in the community. I have owned and operated the horse ranch at 560 McMurray Road since 1981. I was a big supporter of the incorporating of Buellton, going to many meetings, gathering signatures, getting it on the ballot, and making contributions. I really appreciate all the work that has been done by the city council and the staff since incorporating and truly believe Buellton is a fantastic model of what self-government can do for its citizens.

I have become quite concerned with the recently submitted project known as Oak Springs Village. Unfortunately, I am going to be out of town on Thursday, February 20<sup>th</sup>, 2003, so I will try to outline my concerns in this letter.

Locating housing next to agriculture just does not seem to work. It has been the experience of farmers and ranchers throughout the community, including myself, that residents bordering on ranch and agriculture land create conflicts. Just look at the problems I have had with my neighbors over the past 12 years! This horse ranch was developed in the early 1950's long before the houses were built. The original owners understood their environment and accepted it. As new owners came in, different expectations appeared and now we are forced to spend time and money trying to control those expectations!

Once this plan is built out, it appears it will house over 10% of the residents of Buellton. I do not believe the EIR study examines the consequence of 10% to 12% of the city being housed next to Ag 1 property and what impact it would have on the Ag 1.

5A

5B

February 18, 2003  
Mr. Ray Severn  
Page Two

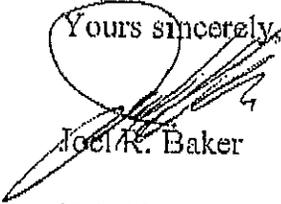
There has been no allowance for taking rain runoff. I would request that an easement be set aside on the northeastern corner of the property to take the water runoff from our driveway and put it into culverts instead of having it run all the way out to McMurray Road. At the request of county flood control, we diverted the water along the driveway to McMurray so as not to cause any erosion on any property south of the driveway including this parcel. The first set of plans that I saw several years ago had such an easement but now that is not included in these plans. By doing this, it would eliminate any silt or excess water deposited on McMurray.

50

While I may be concerned about the building heights, I do support the Senior Assisted Living concept along our property line. I would just like to have some sort of assurance that our property would not be negatively impacted by such a development. I am assuming there will be several hearings following this first hearing on February 20<sup>th</sup>, 2003. I will look forward to participating in these future hearings.

50

Yours sincerely,



Joel R. Baker

JRB/ljs  
Enclosure

cc: Mr. and Mrs. Jeff Johnson

RECEIVED  
FEB 19 2003  
CITY OF BUELLTON  
Planning Department

Letter 5

COMMENTOR: Joel Baker

DATE: February 18, 2003

RESPONSE:

Response 5A

The commentor's opinions regarding conflicts between agricultural and residential land uses are noted. The adjacent agriculturally zoned property north of the site, outside City limits, contains steep slopes adjacent to the Specific Plan site. These slopes do not contain cultivated farmland, but are occasionally used for horse grazing. Due to the nature of the adjacent agricultural use, implementation of the proposed Specific Plan would not be expected to result in changes in the existing environment which, due to their location or nature, could result in the loss of Farmland to non-agricultural use. Santa Barbara County has a Right-to-Farm Ordinance (Chapter 3, Article V, Section 3-23) the purpose of which is to protect agricultural lands from conflicts with nonagricultural land uses that may result in financial hardships to agricultural operations or the termination of their operation. The County's Right-to-Farm Ordinance states that no agricultural activity, operation, or facility shall be deemed or become a nuisance due to any changed condition in the locality, after the agricultural use has been in operation for at least three years. The County's right to farm ordinance would protect on-going agricultural operation from nuisance lawsuits.

Response 5B

Refer to Response 5A. The Draft EIR estimates of Specific Plan population generation, on page 1-17, have been revised as follows:

"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) and an assumption of 1.2 persons per senior unit, the residential components of the Specific Plan, which include 135 60 multi-family units, ~~(including the 75 proposed senior units)~~ and 21 single-family units, would be expected to generate 463 320 residents. This population increase represents about 12% 8% of the current City population of 3,980 (California Department of Finance, January 1, 2002)."

In addition, Section 5.0, *Growth-Inducing Impacts*, of the Draft EIR, page 5-1, has been revised as follows:

"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) and an assumption of 1.2 persons per senior unit, the residential components of the Specific Plan, which include 135 60 multi-family units, ~~(including the 75 proposed senior units)~~ and 21 single-family units, would be expected to generate 463 320 residents. The estimated 463 320 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."

Section 5.0, *Growth-Inducing Impacts*, of the Draft EIR, page 5-2, has been revised as follows:

"In 2001, the population of the City increased 1.5 percent from the previous year. The proposed Specific Plan involves 135 60 multi-family residential units, (~~including the 75~~ proposed senior 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) **and an assumption of 1.2 persons per senior unit**, the residential components of the Specific Plan, would be expected to generate 463 320 residents. This population increase represents about 12% 8% of the current City population of 3,980 (California Department of Finance, January 1, 2002)."

#### Response 5C

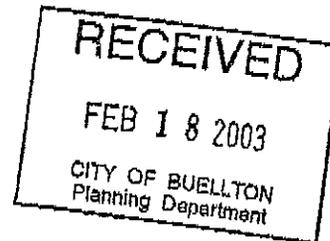
The commentor describes existing runoff and siltation issues related to the offsite property north of the Specific Plan site. The proposed Specific Plan would not affect this existing condition. As described in Section 1.4, *Effects Found Not to Be Significant*, of the Draft EIR, surface water runoff at the 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. 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. 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.

#### Response 5D

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. The proposed Specific Plan contains a development standard that: "The height and scale of new development should be compatible with that of surrounding development." Sections 4.1, *Aesthetics*, 4.2, *Agricultural Resources*, 4.3, *Air Quality*, and 4.4, *Noise*, describe impacts that relate directly to land use compatibility. Land use impacts were assessed based upon the level of physical impact anticipated in the various issues that can affect compatibility (air quality, aesthetics). As described throughout the Draft EIR, in all project-level impacts related to land use compatibility issues would be reduced to a less than significant level with the incorporation of mitigation measures. However, the project would result in significant and unavoidable cumulative impacts related to aesthetics (alteration of rural character), air quality (regional air emissions), and noise (increased noise levels along Highway 246 east of the site).

Buellton Planning Commission  
Buellton City Council

RE: Oak Spring Village



Dear Planning Members,

Some 7-10 years ago, we all worked very hard to develop a plan for Buellton. Many vision meetings and many professional studies and a lot of Dollars. The biggest item everybody wanted was a Market/Drug complex.

One of our main concerns (way back then) was what would happen to the existing market that had served Buellton for so many years.

Well – You All Know The Story

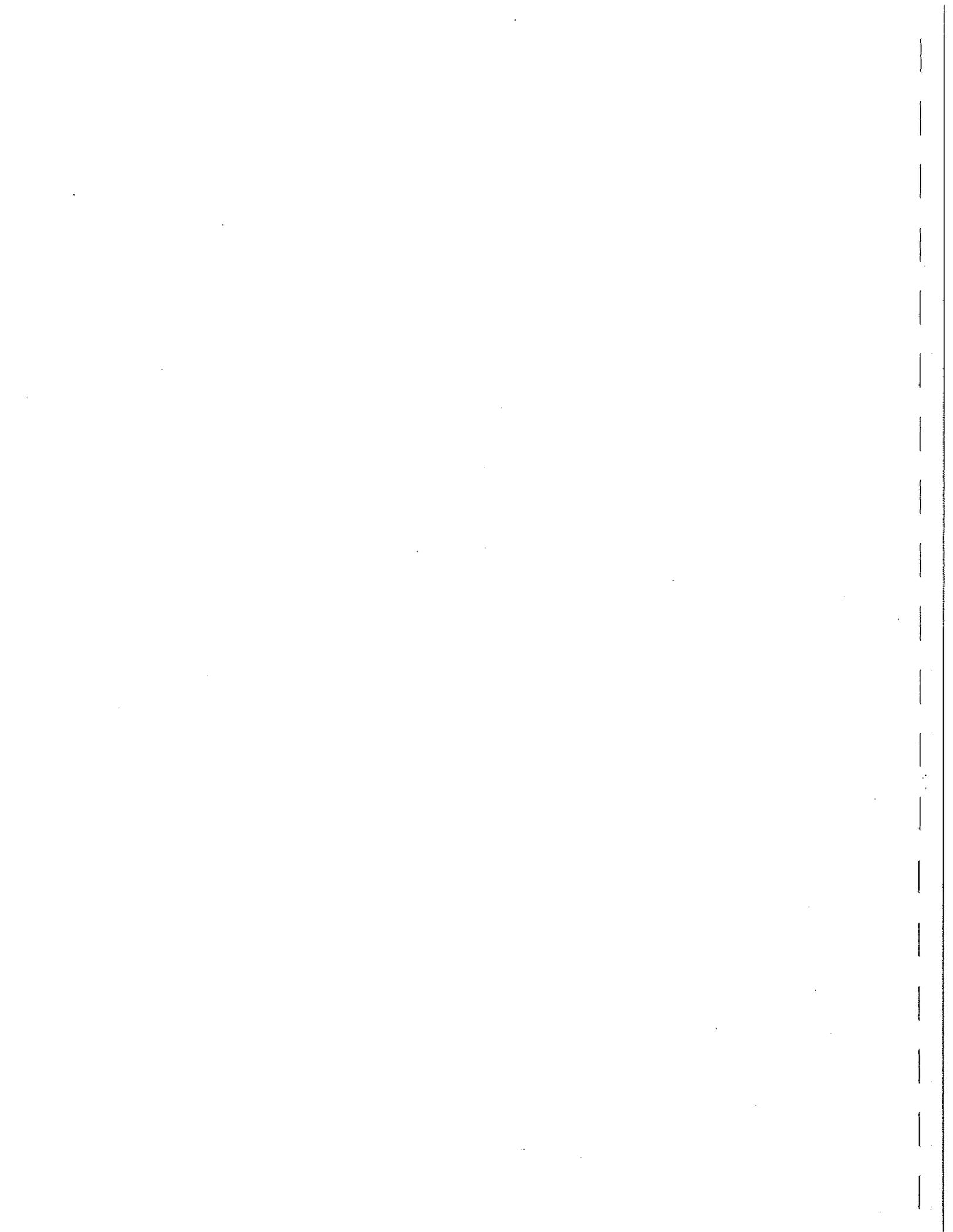
Although I have grave concerns about the entire project, the Market/Pharmacy is the one I would like to address. For Buellton Planners the job isn't to decide if we need another Market/Pharmacy, rather to do what we need and work for the good of everyone in Buellton and its existing businesses. As I understand it, this is a specific plan and gives you the tools to be specific as to the Market/Pharmacy.

Buellton has been a Boom Town -- with good planning and forethought. Let's keep going in the same direction encouraging new types of business that we all need. But let us not cave into the developer's easiest way out. Specify to this developer that we in Buellton seek strong anchors, but not so as to sink our ship!

Steve Lyleken

A large, dark, handwritten scribble consisting of several overlapping loops and lines, completely obscuring the name "Steve Lyleken" and extending across the bottom of the page.

6A



Letter 6

COMMENTOR: Steve Lykken

DATE: February 18, 2003

RESPONSE:

Response 6A

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. A future market/pharmacy has not been specifically identified for the 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.

As described in Section 15131, *Social and Economic Effects*, of the State CEQA Guidelines, although economic or social information may be included in an EIR, economic or social effects of a project shall not be treated as significant effects on the environment. Therefore, an analysis of the economic effects of the proposed land use components of the Specific Plan is not provided in the EIR.



Dear Buellton Planning Department,

March 4, 2003

I Shelly Donahue was unable to attend the planning meeting on February 20, 2003 due to family matters. However, I would like to voice my opinions and concerns to the Oak Springs Village plan.

My first concern would be the fact that the issue of opening the Glennora Way extension was brought up once again, and yet by one of your own planning members Mr. Hall. Do you not remember the past 5 1/2 years that we (the people who reside in the Thumbelina tract, not limited to those who live on Thumbelina but all the streets in between Freear and Thumbelina) have come before the planning and council members with our concerns and thoughts of why this road must remain closed? If this extension is to be brought up with any thought of re-opening (yet once again) you must contact every house in the area (all houses from Freear to Thumbelina). This extension has been battled twice now and I thought laid to rest as an emergency exit / bikeway to the Oak Springs Village lot... am I wrong? I can't believe you would want to further delay the building of this lot once again while the concerned citizens fight (once again) in what we believe in.

7A

The valley is big on "for the future of our kids" but we have nothing for them to do outside organized sports and playgrounds (the Oak Park playground is great, I hope that this is what is in store for the Oak Springs Village park). The fight for the skateboard park in Solvang still continues. We need to build attractions here in the valley to keep our kids here, not driving to Santa Barbara, Lompoc, Santa Maria or further for something to do. I would love to see something for the children and their families to do, possibly a bowling alley, skating rink or a public pool. Why do we need another "large" grocery store? I'm sure it's for the revenue but wouldn't a bowling alley, skating rink or pool do this?

7B

I would also like to bring up the matter of "lighting", with all the retail, commercial and residential I'm sure there will be plenty of lights on this parcel. I am asking that you please take into consideration and use "low wattage lighting" and as little lights as possible as the Buellton night's are already lit up with Albertson's shopping area and the car dealerships on Hwy 246.

7C

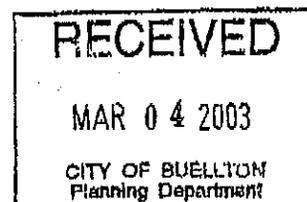
I thank you for your time and consideration to my concerns and suggestions.

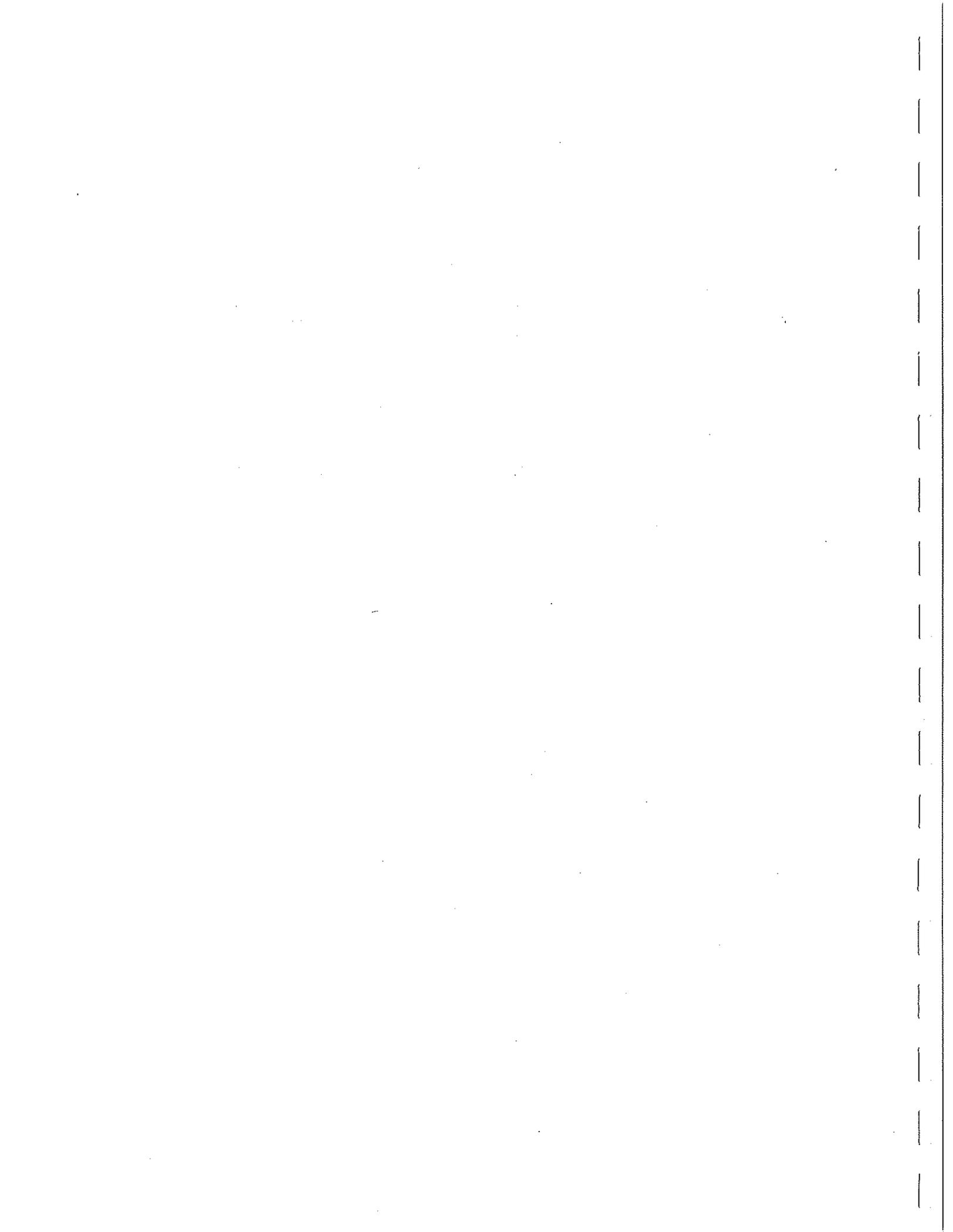
Sincerely,



Shelly Donahue  
482 Dania Ave  
Buellton, CA 93427

Cc: Buellton City Council





Letter 7

COMMENTOR: Shelly Donahue

DATE: March 4, 2003

RESPONSE:

Response 7A

Refer to response PH1-11. An open, through access to Glennora Way is not proposed as part of the Specific Plan.

Response 7B

As described in Section 1.4, *Effects Found Not to Be Significant*, of the Draft EIR, 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 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. Based on the City standard of 5 acres of parkland for every 1,000 residents, the Specific Plan 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. It should be noted that the proposed Specific Plan identifies land use categories on the site but does not identify specific uses, such as a grocery store. Future development proposals on the Specific Plan site would require evaluation to determine consistency with the Specific Plan EIR, and may require additional CEQA documentation.

Response 7C

Refer to Response 4A.





HOTELS · RESORTS · SUITES

Rancho Santa Barbara

555 McMurray Road  
Buellton, CA 93427  
805/688-1000  
805/688-0947 Fax  
800/638-8882 Toll-Free

RECEIVED  
MAR 5 - 2003  
CITY OF BUELLTON

March 5, 2003

Dear Mr. Thompson:

I will be unable to attend the Planning Commission meeting on March 6<sup>th</sup> 2003. In my absence I wanted to have a few comments entered into the record. I have read the Negative dec. on the planned development located to the east of the hotel, across McMurray Road. During the Planning commission meeting of February 20<sup>th</sup> 2003 I voiced some concerns in regards to parking access, perimeter landscaping phasing, and the construction noise abatement policy. After further review of the project as presented I have no other comments about the Negative dec. at this time.

SA

The City of Buellton would do well to seriously consider granting the necessary zoning and other requirements needed to change this property to mixed-use. The improvements being presented by the architect and developer represent a more balanced use of this large parcel than originally planned for in the city's general plan. As a future neighbor of this development we (the Marriott) are both anxious and excited about the future development of this parcel and fully support the project in its current form.

SB

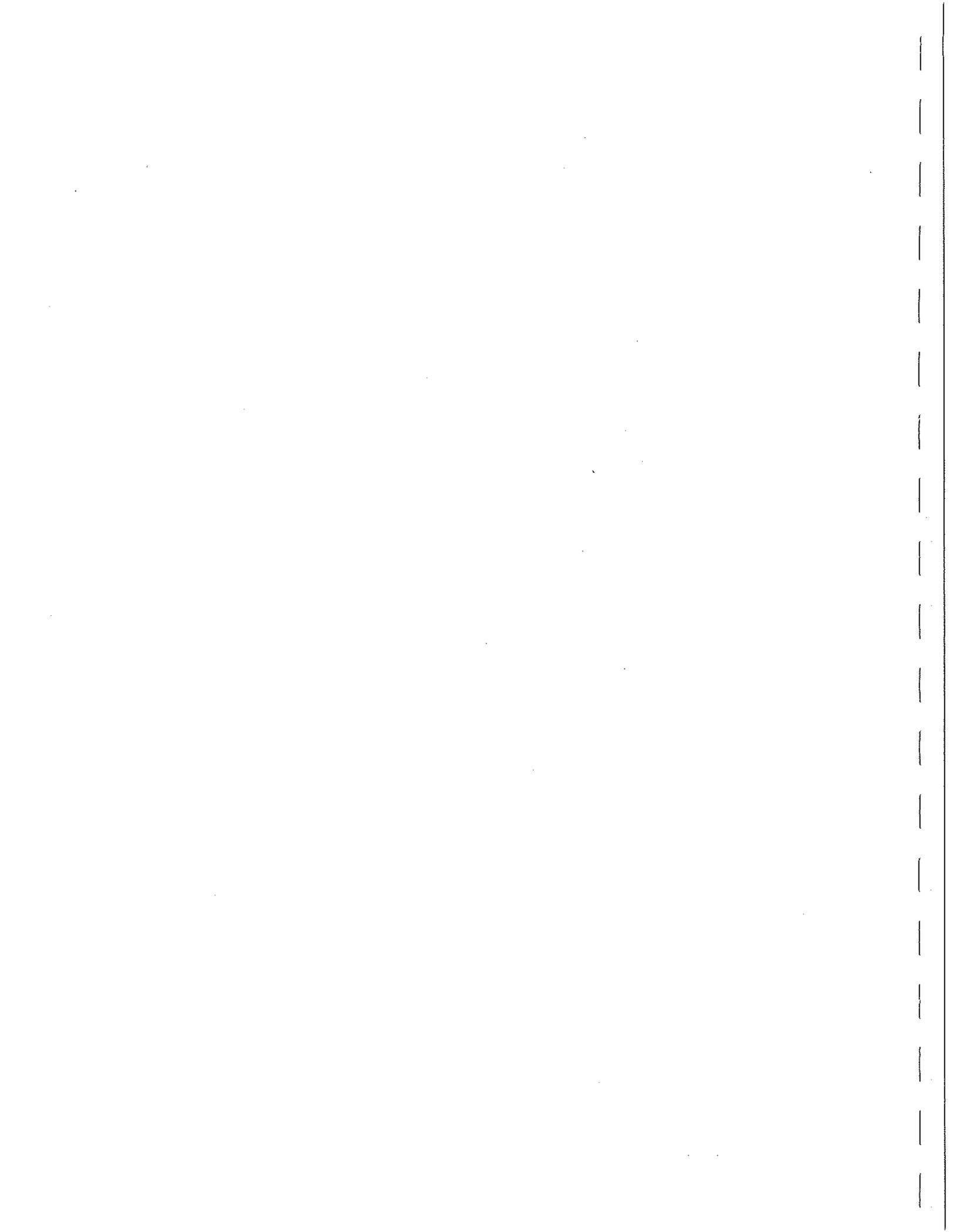
Please read this letter in the public hearing portion of the agenda for March 6<sup>th</sup> 2003.

Thank you in advance and please feel free to contact me at any time regarding this project.

Sincerely,

Michael Hendrick  
General Manager  
Marriott Hotel

RECEIVED  
MAR 06 2003  
CITY OF BUELLTON  
Planning Department



*Letter 8*

COMMENTOR: Michael Hendrick, General Manager, Marriott Hotel

DATE: March 5, 2003

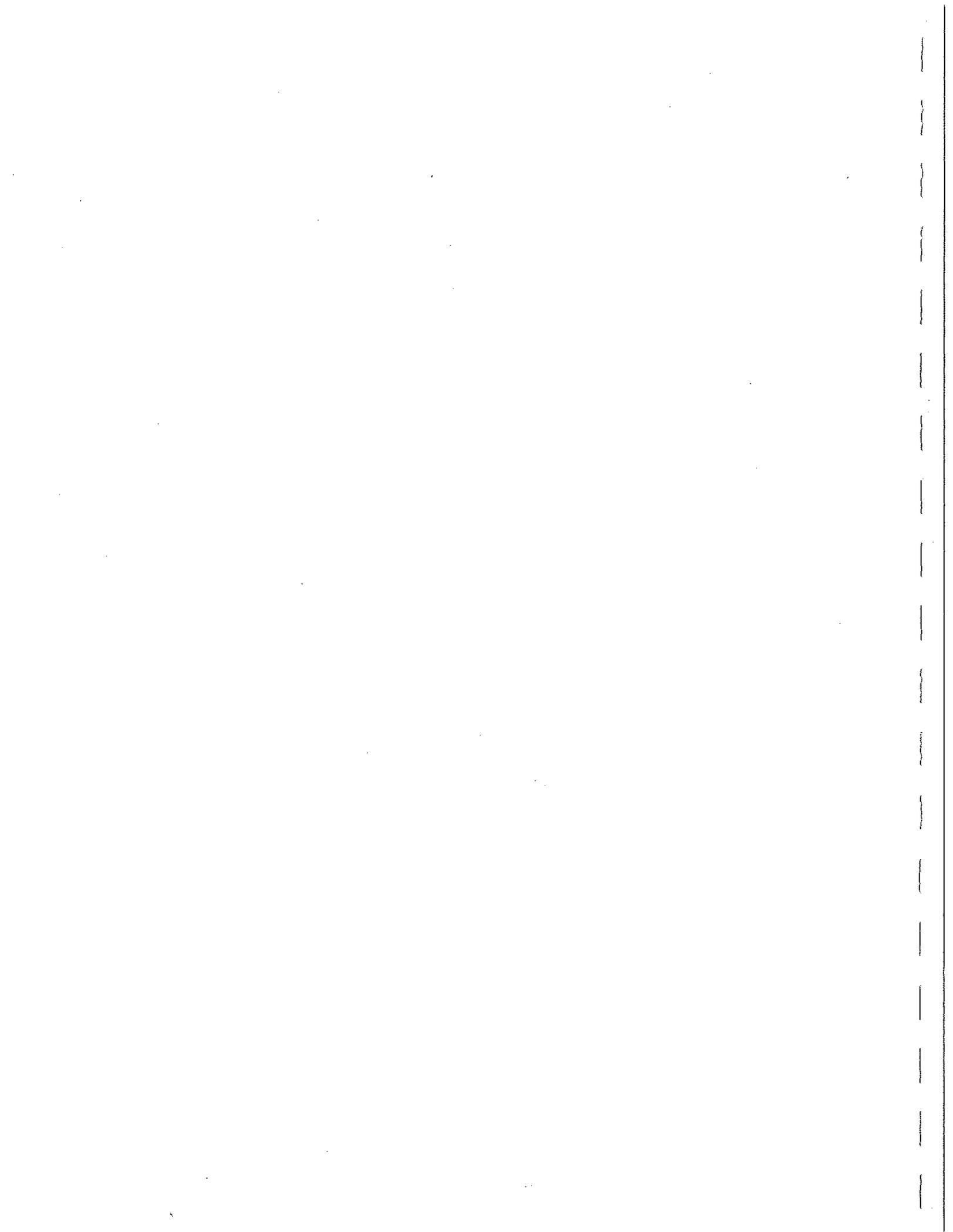
RESPONSE:

Response 8A

The commentor's verbal comments at the February 20, 2003 Planning Commission meeting are addressed in Responses PH1-3 through PH1-6. It should be noted that the environmental document prepared for the proposed Specific Plan pursuant to the requirements of the California Environmental Quality Act (CEQA) is an Environmental Impact Report (EIR) rather than a Negative Declaration.

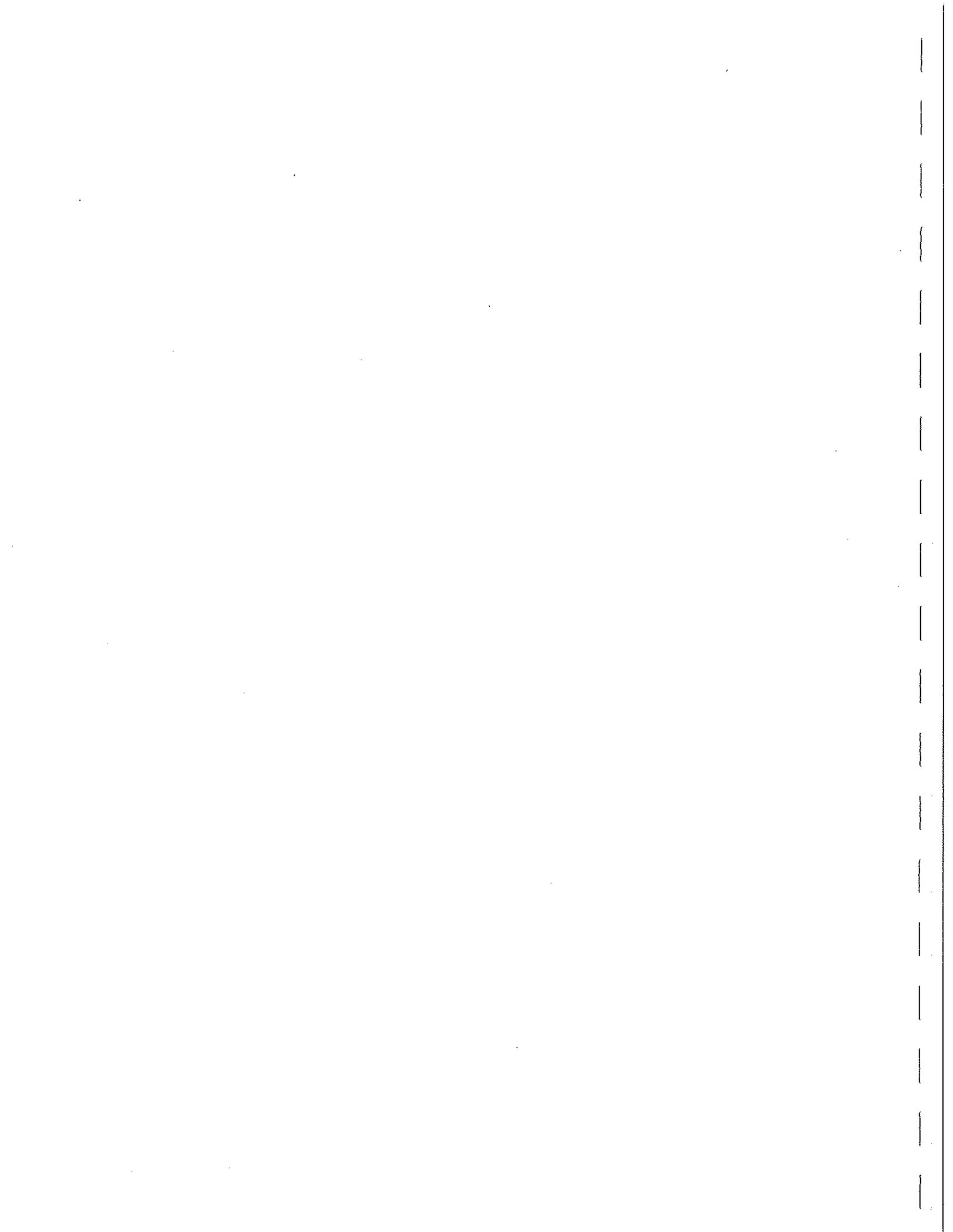
Response 8B

The commentor's support for mixed use development on the site and for the proposed Specific Plan is noted.



**REVISED APPENDIX C**  
**Air Emission Calculations**





## URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Buellton Oak  
Project Name: Buellton Oak Springs  
Project Location: Santa Barbara County

SUMMARY REPORT  
(Pounds/Day - Summer)

## EA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	7.84	2.85	1.17	0.01	0.00
TOTALS (lbs/day, mitigated)	7.84	2.85	1.17	0.01	0.00

## OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	120.08	132.09	1,311.43	5.90	0.81
TOTALS (ppd, mitigated)	120.08	132.09	1,311.43	5.90	0.81

URBEMIS 2001 For Windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Buellton Oak  
 Project Name: Buellton Oak Springs  
 Project Location: Santa Barbara County

DETAIL REPORT  
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SO2
Natural Gas	0.21	2.85	1.17	0.01	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.00	0.00	0.00	0.00	0.00
Consumer Prdcts	7.63	-	-	-	-
TOTALS (lbs/day, unmitigated)	7.84	2.85	1.17	0.01	0.00

## UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10	SO2
Single family housing	4.43	5.33	51.03	0.22	0.03
apartments low rise	4.16	4.88	46.76	0.21	0.03
condo/townhouse general	4.27	4.96	47.52	0.21	0.03
Retirement community	4.22	4.27	40.86	0.18	0.02
Regnl shop. center < 5700	80.70	88.91	884.89	4.01	0.55
General office building	22.29	23.74	240.38	1.07	0.15
<b>TOTAL EMISSIONS (lbs/day)</b>	<b>120.08</b>	<b>132.09</b>	<b>1,311.43</b>	<b>5.90</b>	<b>0.81</b>

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2003 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2001 (10/2001)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.59 trips / dwelling units	21.00	201.39
apartments low rise	6.59 trips / dwelling units	28.00	184.52
condo/townhouse general	5.86 trips / dwelling units	32.00	187.52
retirement community	2.15 trips / dwelling units	75.00	161.25
Regnl shop. center < 5700	34.34 trips / 1000 sq. ft.	107.00	3,674.38
General office building	11.42 trips / 1000 sq. ft.	80.00	913.60

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	58.76	5.74	93.44	0.82
Light Truck < 3,750 lbs	10.24	9.91	89.27	0.82
Light Truck 3,751- 5,750	17.43	1.64	97.87	0.49
Med Truck 5,751- 8,500	7.43	11.08	81.14	7.78
Light-Heavy 8,501-10,000	1.36	20.99	70.35	8.66
Light-Heavy 10,001-14,000	0.40	0.00	59.42	40.58
Med-Heavy 14,001-33,000	1.04	12.33	29.34	58.33
Heavy-Heavy 33,001-60,000	0.54	6.64	4.61	88.75
Tractor Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.03	4.71	25.88	69.41
Motorcycle	1.91	91.73	8.27	0.00
School Bus	0.12	9.09	31.82	59.09
Motor Home	0.74	6.37	88.63	5.00

## Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.5	9.6	11.3	12.5	10.2	10.2
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip Speeds (mph)	25.0	30.0	35.0	25.0	25.0	25.0
Number of Trips - Residential	20.6	18.0	61.4			

of Trips - Commercial (by land use)			
gnl shop. center < 570000 sf	2.0	1.0	97.0
neral office building	35.0	17.5	47.5

Changes made to the default values for Area

Changes made to the default values for Operations

- The light auto percentage changed from 61.4 to 58.76.
- The light auto non-catalyst percentage changed from 4.7 to 5.74.
- The light auto catalyst percentage changed from 94.5 to 93.44.
- The light auto diesel percentage changed from 0.8 to 0.82.
- The light truck < 3750 lbs percentage changed from 9.3 to 10.24.
- The light truck < 3750 lbs non-catalyst percentage changed from 11.0 to 9.91.
- The light truck < 3750 lbs catalyst percentage changed from 88.9 to 89.27.
- The light truck < 3750 lbs diesel percentage changed from 0.1 to 0.82.
- The light truck 3751-5750 percentage changed from 16.7 to 17.43.
- The light truck 3751-5750 non-catalyst percentage changed from 1.8 to 1.64.
- The light truck 3751-5750 catalyst percentage changed from 97.6 to 97.87.
- The light truck 3751-5750 diesel percentage changed from 0.6 to 0.49.
- The med truck 5751-8500 percentage changed from 7.2 to 7.43.
- The med truck 5751-8500 non-catalyst percentage changed from 12.5 to 11.08.
- The med truck 5751-8500 catalyst percentage changed from 79.2 to 81.14.
- The med truck 5751-8500 diesel percentage changed from 8.3 to 7.78.
- The lite-heavy truck 8501-10000 percentage changed from 1.1 to 1.36.
- The lite-heavy truck 8501-10000 non-catalyst percentage changed from 18.2 to 20.99.
- The lite-heavy truck 8501-10000 catalyst percentage changed from 72.7 to 70.35.
- The lite-heavy truck 8501-10000 diesel percentage changed from 9.1 to 8.66.
- The lite-heavy truck 10001-14000 percentage changed from 0.3 to 0.4.
- The lite-heavy truck 10001-14000 catalyst percentage changed from 66.7 to 59.42.
- The lite-heavy truck 10001-14000 diesel percentage changed from 33.3 to 40.58.
- The med-heavy truck 14001-33000 percentage changed from 1.1 to 1.04.
- The med-heavy truck 14001-33000 non-catalyst percentage changed from 9.1 to 12.33.
- The med-heavy truck 14001-33000 catalyst percentage changed from 27.3 to 29.34.
- The med-heavy truck 14001-33000 diesel percentage changed from 63.6 to 58.33.
- The heavy-heavy truck 33001-60000 percentage changed from 0.7 to 0.54.
- The heavy-heavy truck 33001-60000 diesel percentage changed from 0 to 6.64.
- The heavy-heavy truck 33001-60000 catalyst percentage changed from 0 to 4.61.
- The heavy-heavy truck 33001-60000 diesel percentage changed from 100.0 to 88.75.
- The urban bus percentage changed from 0 to 0.03.
- The urban bus diesel percentage changed from 0 to 4.71.
- The urban bus catalyst percentage changed from 0 to 25.88.
- The urban bus diesel percentage changed from 100.0 to 69.41.
- The motorcycle percentage changed from 1.4 to 1.91.
- The motorcycle diesel percentage changed from 90.9 to 91.73.
- The motorcycle catalyst percentage changed from 9.1 to 8.27.
- The school bus percentage changed from 0.1 to 0.12.
- The school bus diesel percentage changed from 0 to 9.09.
- The school bus catalyst percentage changed from 0 to 31.82.
- The school bus diesel percentage changed from 100.0 to 59.09.
- The motorhome percentage changed from 0.7 to 0.74.
- The motorhome diesel percentage changed from 0 to 6.37.
- The motorhome catalyst percentage changed from 100 to 88.63.
- The motorhome diesel percentage changed from 0 to 5.00.
- The operational emission year changed from 2002 to 2003.
- The double counting internal work trip limit changed from to 151.34408.
- The double counting shopping trip limit changed from to 132.2424.
- The double counting other trip limit changed from to 451.09352.
- The travel mode environment settings changed from both to: none

