Addendum to the

Oak Springs Village Specific Plan Final Environmental Impact Report

State Clearinghouse #2002081018

Submitted to
City of Buellton

Submitted by
Rincon Consultants, Inc.

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Environmental Scientists Planners Engineers

Addendum
to the
Oak Springs Village Specific Plan Final EIR

Prepared for:

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1.0 INTRODUCTION

This document is an Addendum to the Final Environmental Impact Report (EIR) for the Oak Springs Village Specific Plan (State Clearinghouse #2002081018) that addresses the Revised Oak Springs Village Specific Plan (January 2006). The Buellton City Council adopted Resolution No. 03-15 and Ordinance No. 03-05 approving the Oak Springs Village Specific Plan in 2003. A Final EIR was prepared for the Oak Springs Village Specific Plan in May 2003, and was subsequently certified by the Buellton City Council on September 25, 2003.

In accordance with Section 15164 of the State CEQA Guidelines, this Addendum to the Oak Springs Village Specific Plan Final EIR is being prepared to address the Revised Specific Plan because changes or additions to the EIR are necessary but none of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a subsequent EIR have occurred. Only minor technical additions to the Final EIR are necessary. Pursuant to Section 15162 of the State CEQA Guidelines, a subsequent EIR does not need to be prepared, due to the following:

- Substantial changes are *not* proposed in the project which will require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes have *not* occurred with respect to the circumstances under which the project is undertaken which will require revisions to the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, is *not* available.

The Revised Oak Springs Village Specific Plan would not substantially increase the magnitude or severity of any impact, including traffic, air quality and/or noise impacts, identified in the Final EIR. As specified in Section 15164(c) of the State CEQA Guidelines, an addendum need not be circulated for public review but can be included in or attached to the Final EIR. The City of Buellton shall consider the Addendum with the Final EIR prior to making a decision on the Revised Specific Plan.

2.0 ENVIRONMENTAL IMPACT ANALYSIS

This Addendum addresses the relationship of the Revised Specific Plan text, site plan and accompanying Traffic and Circulation Study, prepared by Associated Transportation Engineers, Inc. (ATE) on February 13, 2006, to the Final EIR prepared for the Oak Springs Village Specific Plan (hereinafter referred to as the "Approved Specific Plan"). The Final EIR evaluated the environmental effects associated with the buildout of 107,000 square feet commercial/large scale retail uses on 10.0 acres, 85,000 square feet of general service/commercial uses on 3.2 acres, 28 affordable multi-family housing units on 1.0 acre, 32 multi-family/townhouses on 2.3 acres, 21 single-family residential units on 2.1 acres, 60 to 75 senior assisted living units with a health center on 2.1 acres, and recreation/open space areas including a water feature/playground on 1.8 acres. In addition, the Final EIR evaluated a range of alternative development plans for the Specific Plan site, which reflected different densities and configurations, accommodating as much as 300,000 square feet of commercial uses.
The Revised Oak Springs Village Specific Plan changed the McMurray General Service Commercial land use to McMurray Mixed-Use Commercial Center which would allow a residential component. Tables 1 and 2 compare the Approved Specific Plan to the Proposed Revised Specific Plan.

Table 1. Approved and Revised Specific Plan Acreage Comparison

Land Use Component	Approved Acreage	Proposed Acreage	Change
Commercial/Large Scale Retail	10.0	8.0	- 2.0
McMurray Mixed-Use Commercial	3.2	2.8	- 0.4
Single Family Residential/PRD	2.1	2.6	+ 0.5
Multifamily Residential/Townhouses	2.3	2.3	0
Multifamily/Affordable Housing	1.0	1.8	+ 0.8
Head Center/Senior Housing/Assisted Living	2.1	2.1	0
Recreation/Open Space	1.6	1.8	+ 0.2

Table 2. Approved and Revised Specific Plan Square Foot and Dwelling Unit Comparison

Approved Land Use Component	Approved Square Feet/ Dwelling Units	Proposed Square Feet/ Dwelling Units	Change
Commercial/Large Scale Retail	107,000	75,000	- 32,000
McMurray Mixed-Use Commercial	85,000 / none	60,000 / 28	- 25,000 / +28
Single Family Residential/PRD	21	22	+ 1
Multifamily Residential/Townhouses	32	34	+2
Multifamily/Affordable Housing	28	36	+8
Head Center/Senior Housing/Assisted Living	75	75	--

None of the alternatives studied in the EIR specifically address the configuration currently under consideration, which includes 75,000 square feet commercial/large scale retail uses on 8.0 acres, 60,000 square feet of Mixed Use/commercial uses and 28 residential units on 2.8 acres, 36 affordable multi-family housing units on 1.8 acre, 34 multi-family/townhouses on 2.3 acres, 22 single-family residential units on 2.6 acres, 60 to 75 senior assisted living units with a health

center on 2.1 acres, and recreation/open space areas including a water feature/playground on 1.8 acres. However, the Revised Specific Plan would be considered substantially consistent with the provisions of the Final EIR for the following reasons:

- The revised Specific Plan text, including development standards, clarifies and/or is more restrictive than that of the Specific Plan as evaluated in the Final EIR.
- The revised Specific Plan includes 135,000 square feet of commercial uses, which is 57,000 square feet less than the Specific Plan as evaluated in the Final EIR.
- The decrease of commercial uses in the Revised Specific Plan would offset the per-unit impacts associated with the proposed increase in residential dwelling units by 39 greater than the Specific Plan as evaluated in the Final EIR.
- The revised Specific Plan would not substantially increase the magnitude or severity of any impact, including traffic, air quality, and noise impacts, identified in the Final EIR.
- The revised Specific Plan land uses would occur on the same portions of the site, and would therefore result in the same impacts related to site disturbance, as the Specific Plan as evaluated in the Final EIR.

For these reasons, the Final EIR may be used as the environmental document to assess the impacts of the Revised Specific Plan.

It should be noted that all of the mitigation measures identified in the Final EIR for the Approved Specific Plan would continue to apply to the proposed Revised Specific Plan. The Final EIR mitigation measures are included in Section 4.0 of this Addendum. The Final EIR for the Approved Specific Plan, and the appendices to this Addendum, including the Traffic and Circulation Study, Air Emissions Model Results, and Noise Model Results for the Revised Specific Plan, are available for review at the City of Buellton Planning Department, 107 West Highway 246, Buellton, CA 93427.

Since the Revised Specific Plan would occur within the same area evaluated for the Approved Specific Plan in the Final EIR, impacts related to site disturbance (e.g., aesthetics, agricultural resources, biological resources, cultural resources, etc.) would be the similar for the Revised Specific Plan and the Specific Plan as evaluated in the Final EIR. In addition, the Revised Specific Plan includes additional detail with regard to the undergrounding of utilities on the site. Since the Final EIR for the Approved Specific Plan assumes that utilities would be placed underground as a condition of approval, no additional aesthetic impacts would result. The conformity of the Revised Specific Plan with the Final EIR in regard to transportation and circulation, air quality, noise, and other impacts are described below.

Transportation and Circulation. The traffic impacts of the Revised Specific Plan were evaluated by Associated Transportation Engineers, Inc. (ATE) in the "Traffic and Circulation Study" (February 13, 2006) for the revised Specific Plan. This Study concluded that the Revised Specific Plan would generate a total of 4,311 average daily trips and 406 P.M. peak hour trips. The residential component of the Revised Specific Plan would generate 1,049 average daily trips and 91 P.M. peak hour trips. The commercial and office components of the Revised Specific Plan would generate 3,262 average daily trips and 315 P.M. peak hour trips. The Revised Specific Plan would reduce the average daily trips by 1,147 and P.M. peak hour trips by 113

when compared to the Approved Specific Plan. Upon distribution of these trips it was determined that the Revised Specific Plan would not significantly impact the study-area intersections. Under Existing + Revised Specific Plan conditions, the study-area intersections are forecast to operate in the LOS A-B range during the P.M. peak hour period. Under Cumulative + Revised Specific Plan conditions, the study-area intersections are forecast to operate in the LOS A-C range during the P.M. peak hour period, which would be considered acceptable traffic operations in accordance with City standards. As with the Approved Specific Plan evaluated in the EIR, less than significant impacts were identified on the study-area street system due to the Revised Specific Plan. The City of Buellton requires all new development to pay traffic impact mitigation fees to offset cumulative incremental traffic impacts. With payment of these fees, cumulative impacts would not occur with the Revised Specific Plan.

In addition, the Revised Specific Plan would align the site access to McMurray Road with corresponding driveways on the west side of McMurray Road, which would encourage the use of these site access points. This Revised Specific Plan feature essentially implements mitigation measure T-2(b) from the EIR. As a result, the main Specific Plan site driveway is forecasted to operate at an acceptable LOS C under the Revised Specific Plan, compared with LOS D under the Approved Specific Plan evaluated in the EIR.

The project will be conditioned to improve the developed portion of the project's frontage and complete the full street construction of McMurray Road in accordance with City of Buellton standards. Though the Revised Specific Plan design is still conceptual, the total on-site parking supply provided meets the City's Zoning Ordinance requirement. During the development review process, each development of the Revised Specific Plan will be required to meet the parking supply and design requirements per the City Zoning Ordinance and the City Engineer.

Air Quality. Revised Specific Plan-related vehicle emissions were calculated using the URBEMIS 2002 for Windows air quality model, and compared to those calculated for the Specific Plan Final EIR (refer to the attached air quality model results). The Revised Specific Plan would reduce mobile source emissions when compared to the Approved Specific Plan. Area source emissions with the Revised Specific Plan would be similar to those generated by the Approved Specific Plan. Total (mobile + area source) ROG emissions would decrease to 67.43 ppd. Total NOx emissions would decrease to 83.75 ppd. Total PM_{10} emissions would decrease to 4.24 ppd. Therefore, the Revised Specific Plan would decrease the magnitude or severity of air emissions impacts when compared to the Approved Specific Plan. As with the Approved Specific Plan, when compared to the APCD's thresholds of significance, the mobile emissions generated from the Revised Specific Plan would exceed the long-term threshold of 25 pounds per day for NO_x and ROC, and would generate a potentially significant impact. Implementation of the mitigation measures specified in the EIR, which included implementation of energy-conserving techniques and distribution of alternative transportation information, would decrease the emissions of NO_x and ROC; however, emissions would still exceed APCD long-term thresholds. Therefore, after implementation of mitigation measures emissions would remain at a significant level (Class I) with both the Approved Specific Plan and the Revised Specific Plan.

Since the Revised Specific Plan, similar to the Approved Specific Plan, would not result in traffic congestion worse than a level of service (LOS) C after intersection improvements are implemented, the Revised Specific Plan would not result in CO "hotspots."

Since the Revised Specific Plan would disturb approximately the same area as the Approved Specific Plan, impacts related to construction emissions would be similar. Implementation of similar mitigation measures, including dust control methods and programs, would result in less than significant impacts with the Approved Specific Plan and the Revised Specific Plan. The Revised Specific Plan would not substantially increase the magnitude or severity of this identified impact.

The developers of the proposed commercial land uses would be required to prepare and implement a Transportation Demand Management Plan as a condition of approval. However, as with the Approved Specific Plan, the Revised Specific Plan would result in development of the site with residential uses that are not accounted for in the Clean Air Plan (CAP) emissions inventory. Therefore, the project is considered to be inconsistent with the CAP. This is considered to be a Class I, *significant and unavoidable,* impact. Nevertheless, the Revised Specific Plan would not substantially increase the magnitude or severity of this identified impact.

Noise. Based on the trip generation and trip distribution forecasted for the Revised Specific Plan by ATE (February 13, 2006), the Revised Specific Plan would result in a similar number of trips along McMurray Road and Highway 246 when compared to the Approved Specific Plan, and would generate a smaller increase in noise levels when compared to the Approved Specific Plan. As with the Approved Specific Plan, Revised Specific Plan-generated traffic would worsen existing noise levels along several roadway segments that serve residential uses in the project area. Under Cumulative + Revised Specific Plan conditions, noise levels along Highway 246 would increase by 0.5 dB to a total of 61.0 dB Ldn, when accounting for the noise attenuation from existing sound walls along residential portions of Highway 246 east of McMurray Road (refer to Table 3). This future noise level along Highway 246 would exceed the City's adopted exterior standard of 65 dB Ldn for residential uses, even with the presence of the existing sound walls. As noted in the EIR, this impact would be considered Class I, *significant and unavoidable*, as no mitigation measures are feasible to address this off-site impact. However, it should be noted that future noise levels along Highway 246 under Cumulative + Revised Specific Plan conditions would be approximately 2 dB less than were modeled and disclosed for the Approved Specific Plan.

Table 3. Existing Conditions and Revised Specific Plan Sound Levels at Residential Receptors Along Highway 246 and McMurray Road (dBA Ldn)

Project Receptor Location	Existing Conditions	Cumulative + Revised Specific Plan Conditions	Change (dBA)	Exterior Threshold	Threshold Exceeded or Change Greater than 3 dBA?
50 feet from Highway 246 Centerline*	60.5	61.0	0.5	60 (residential)	Yes
50 feet from McMurray Road Centerline	60.1	62.1	2.0	75 (commercial)	No

** Note: Sound level estimates for Highway 246 account for existing noise attenuation features, which result in an approximate 10 dB decrease in sound levels.*

As shown in Table 3, under Cumulative + Revised Specific Plan conditions, noise levels along McMurray Road north of Highway 246 would increase by 2 dB but would not exceed the City's 75 dB Ldn exterior noise standard for the commercial uses located along McMurray Road. As with the Approved Specific Plan, less than significant impacts would result.

With the Revised Specific Plan, as with the Approved Specific Plan, impacts to proposed on-site uses due to noise from existing and future traffic on Highway 246 are considered to be *less than significant* (Class III). Similarly, with the Revised Specific Plan, as with the Approved Specific Plan, senior units would be subject to noise in excess of 60 dB from McMurray Road. Therefore, impacts relating to noise from existing traffic on McMurray Road are considered to be *significant but mitigable* (Class II). Implementation of similar mitigation measures, including structural setbacks, vegetated berms, and/or solid core doors and double-paned windows, and location of exterior usable areas within an interior courtyard, would reduce this impact to a less than significant level with both the Revised Specific Plan and the Approved Specific Plan.

With the Revised Specific Plan, as with the Approved Specific Plan, residential and commercial uses are planned in close proximity to each other. Operational noise associated with on-site commercial activities could impact future noise-sensitive residential uses on-site and existing noise-sensitive residential uses off-site, which would be considered a Class II, *significant but mitigable,* impact. Implementation of similar mitigation measures, including truck delivery and idling limitations, and disclosure of nuisance, would reduce these impacts to a less than significant level with both the Revised Specific Plan and the Approved Specific Plan.

3.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Population and Housing. Based on current City household sizes (2.83 persons per single-family unit and 2.95 persons per multi-family unit; U.S. Census 2000), the residential components of the Revised Specific Plan, which include 173 multi-family units (including the 75 proposed senior units) and 22 single-family units, would be expected to generate 572 residents, which would represent an increase of 109 persons when compared to the Approved Specific Plan. This population increase represents about 13% of the current City population of 4,552 (California Department of Finance, January 1, 2005). As described throughout the EIR and this Addendum, with the payment of required traffic, public services, and utilities impact fees, the population induced by the proposed Revised Specific Plan land uses would not overburden existing City resources. The Revised Specific Plan would not extend existing infrastructure that could potentially support further population growth. Additionally, the site would be considered an infill development that is surrounded by existing urban uses and public facilities. Project residents are expected to draw on existing retail and commercial services already available in the area rather than inducing new service providers to relocate to the area. Impacts related to inducement of population growth would be less than significant.

Public Services

Schools: Due to the increase in the number of residential units proposed, the Revised Specific Plan would slightly increase student generation when compared to the Approved Specific Plan. With both the Approved and Revised Specific Plan, Oak Valley Elementary School (grades K-5), Jonata Middle School (grades 6-8), and Santa Ynez High School would exceed their student capacity. As with the Approved Specific Plan, the Revised Specific Plan developer would be required to pay school impact fees, which would be required as a condition of approval. Upon payment of these fees, the Revised Specific Plan would result in a less than significant impact.

Parks: Due to the increase in the number of residential units proposed, the Revised Specific Plan would slightly increase the required amount of parkland dedication or in lieu fees from 2.3 to 2.86 acres, when compared to the Approved Specific Plan. The Revised Specific Plan includes an active and passive use community park of approximately 1.8 acres (increased from the 1.6 acres in the Approved Specific Plan) 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, the Revised Specific Plan would result in a less than significant impact.

Utilities and Service Systems

Water Demand: The Revised Specific Plan would increase the demand for water by 8.84 AFY when compared to the Approved Specific Plan's water demand of 45.60 AFY (refer to Table 4).

Table 4. Revised Specific Plan Potable Water Demand

Land Use Type	Quantity	Water Demand Factor	Water Demand
Commercial Retail/Office	135,000 Ft^2	0.11 AFY/1,000 Ft^2	14.85 AFY
Single-Family Residential	22 Units	0.26 AFY/Unit	5.72 AFY
Multi-Family Residential	98 Units	0.26 AFY/Unit	25.48 AFY
Senior Assisted Living	75 Units	0.15 AFY/Unit	11.25 AFY
Total Potable Water			***57.30 AFY***

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

The Revised Specific Plan reclaimed water demand would be similar to that identified for the Approved Specific Plan (i.e., approximately 8.2 AFY). The future developers of the Revised Specific Plan components would be required to pay fair-share facilities fees, which would be used to fund facility improvements. The City has the supply necessary to deliver 2,300 acre-feet of water annually compared to 1,260 acre-feet delivered in 2004 (Albrecht, 2005). The City would retain excess water supply capacity following Revised Specific Plan buildout. Therefore, the Revised Specific Plan would result in less than significant impacts related to water supply resources.

Wastewater Demand: The Revised Specific Plan would slightly increase the generation of wastewater when compared to the Approved Specific Plan. Discounting for water consumed by landscape irrigation, it is estimated that water generation associated with buildout of the Revised Specific Plan would be 80% of total water demand, or about 40,929 gallons per day (GPD), which would increase the wastewater demand from the Approved Specific Plan by 2,382 GPD. The overall capacity of the City's existing wastewater treatment facility is 650,000 GPD, as compared to 400,000 GPD of wastewater currently generated in the City. The City has indicated that the future developers of the Revised Specific Plan components may obtain sewer service by paying the required fees and obtaining the necessary permit for connection in accordance with District rules and regulations. Therefore, the Revised Specific Plan would not result in inadequate wastewater treatment and impacts would be less than significant.

Landfill Capacity: The Revised Specific Plan would decrease waste generation when compared to the Approved Specific Plan from a total of 3,170 pounds per day (578 tons per year) to 2,884 pounds per day (526 tons per year). This amount of solid waste generation would represent a small percentage of the allowable daily waste acceptance and remaining capacity at Tajiguas Sanitary Landfill, which has a remaining airspace of 9,434,000 (40.5%) cubic yards, as of April 23, 2003. The Revised Specific Plan would not require additional systems or services. In addition, the Specific Plan includes a development standard that an on-site recycling or composting program shall be established for all uses. Specific Plan buildout would not result in any change to solid waste service in the area or any significant changes to the disposal operations. The Revised Specific Plan would not create the need for any special solid waste disposal handling and would therefore comply with all statutes and regulations related to solid waste. Less than significant impacts related to solid waste would occur.

4.0 APPROVED OAK SPRINGS VILLAGE SPECIFIC PLAN FEIR MITIGATION MEASURES

Aesthetics

AES-1(a) Architectural and Landscape Guidelines. The applicant shall develop and implement Architectural and Landscape Guidelines for all phases of the Specific Plan. The Guidelines shall include clear criteria and requirements to guide the design, layout, and landscaping of each Specific Plan component. All future development on the site shall comply with the Guidelines. Enforcement of compliance with the Guidelines shall be the responsibility of the Planning Department.

Roofing and Feature Color and Material. Development plans shall include colors on structure roofing and other on-site features that are compatible with the surrounding residential uses to lessen potential visual contrast between the proposed and existing adjacent structures. Natural building materials and colors compatible with surrounding terrain (earthtones and non-reflective paints) shall be used on exterior surfaces of all structures, including fences.

Tract Lighting. Prior to development of each development phase, proposed lighting shall be indicated on site plans that demonstrates that spillover of lighting would not affect residential areas located east of the site. The lighting plan shall incorporate lighting that direct light pools downward to prevent glare on adjacent and surrounding areas. Lights shall have solid sides and reflectors to further reduce lighting impacts by controlling light spillage. Light fixtures that shield nearby residences from excessive brightness at night shall be included in the lighting plan. Non-glare lighting shall be used.

Compatibility with Adjacent Uses. The design, scale, and character of the Specific Plan residential building architecture shall be generally compatible with the scale of existing residential uses east of the site.

AES-1(b) Entrance Monuments. Site entrance monuments shall not be visually prominent and shall be consistent with the natural rural character of the area.

AES-1(c) Lighting Limitations. All lighting of community park facilities shall be designed as accent features, and provided for safety and security only. Walkways and outdoor parking areas (if any) shall be lighted with bollard-style posts, limited to four feet in height. Any security lighting shall be screened such that lighting globes are not visible from a distance of 20 feet.

AES-1(d) Street Light Limitations. Specific Plan site streetlights shall be pedestrian in scale, not to exceed a height of 12 feet, and shall be architecturally compatible with surrounding development. Streetlights, where they are included, shall be primarily for pedestrian safety (at roadway intersections only), and shall not provide widespread illumination.

AES-1(e) Wall and Fence Articulation. Long expanses of walls (including sound walls) or fences should be interrupted with offsets and provided with accents to prevent monotony.

Landscape pockets should be provided. Walls and fences should be designed in a style, materials and color to complement adjacent buildings.

AES-1(f) Clear Excess Debris. The future developers of the Specific Plan components shall clear the site of all excess construction debris when completed with individual development phases.

Agricultural Resources

AG-2(a) Phase I Environmental Site Assessment (ESA). A Phase I ESA for the entire site shall be prepared by the applicant or authorized agent thereof, and submitted to the Planning Department for review prior to grading permit approval. The applicant and future developers of the Specific Plan components shall comply with all requirements and recommendations identified in the Phase I ESA regarding Phase II soil and/or groundwater sampling, unless otherwise specified by an applicable regulatory agency. Soil samples shall be taken within the site by a qualified hazardous materials specialist to determine the presence or absence of contaminants. If soil sampling indicates the presence of any contaminant in hazardous quantities, the RWQCB and DTSC will be contacted to determine the level of any necessary remediation efforts, and these soils shall be remediated in compliance with applicable laws. The applicant and future developers of the Specific Plan components would be required to comply with applicable local, state, and federal requirements regarding site assessment, soils evaluation, and remediation in areas where soil contamination is known or suspected to occur. Site assessments that result in the need for soil excavation would be required to include: an assessment of air impacts and health impacts associated with excavation activities; identification of any applicable local standards that may be exceeded by the excavation activities, including dust levels and noise; transportation impacts from the removal or remedial activities; and risk of upset practices should an accident occur at the site.

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

Air Quality

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

- Installation of heat transfer modules in furnaces;
- Use of light colored water-based paint and roofing materials;
- Use of natural lighting;

- Use of concrete or other non-pollutant materials for parking lots instead of asphalt;
- Installation of energy efficient lighting;
- Use of landscaping to shade buildings and parking lots;
- Installation of sidewalks and bikepaths;
- Installation of covered bus stops to encourage use of mass transportation

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

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

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

AQ-3(b) Watering. Water trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require two daily water applications (once in late morning and once at the end of the workday). Increased watering shall be performed whenever wind speeds exceed 15 mph.

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

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

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

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

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

AQ-3(h) Monitoring of Dust Control Program. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as

necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.

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

- Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be used wherever feasible;
- The engine size must be the minimum practical size;
- The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
- Construction equipment must be maintained in tune per manufacturer's specifications;
- Equipment shall be equipped with 2 to 4-degree engine timing retard or precombustion chamber engines;
- Catalytic converters shall be installed, if feasible;
- Diesel catalytic converters shall be installed, if available;
- Diesel-powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Diesel particulate emissions shall be reduced using EPA or California-certified and/or verified control technologies like particulate traps.

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

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

Noise

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.

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

N-3(a) Acceptable Noise Levels. Residential structures that border the western boundary of the site (i.e., within 99 feet of the centerline of McMurray Road) shall provide attenuation of indoor noise levels to below 45 dBA CNEL, and where practicable, outdoor living area noise

levels to below 60 dBA CNEL. This can be accomplished using one or more of the following methods or as recommended in a noise study to be prepared by an acoustical engineer:

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

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

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

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

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

Transportation and Circulation

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

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

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

Growth-Inducing Impacts

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