Addendum #3 to the

Oak Springs Village Specific Plan Final Environmental Impact Report

State Clearinghouse #2002081018

Prepared for
City of Buellton

Prepared by
Rincon Consultants, Inc.

June 2007

Environmental Scientists Planners Engineers

Addendum #3
to the
Oak Springs Village Specific Plan Final EIR

Prepared for:

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1.0 INTRODUCTION

This document is Addendum #3 to the Final Environmental Impact Report (EIR) for the Oak Springs Village Specific Plan (State Clearinghouse #2002081018) that addresses The Village Revised Specific Plan (formerly Oak Springs Village) as revised in April 2007. 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 Village Revised 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 May 29, 2007, to the Final EIR prepared for the Oak Springs Village Specific Plan (hereinafter referred to as the "Original 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, 80,000 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 Specific Plan modified several of the land use components that were established in the Original Specific Plan. The McMurray General Service Commercial land use has been replaced with a Hotel which would contain up to 225 rooms. The Commercial/Large Scale Retail land use has been changed to Commercial (Retail and Office). The Single Family Residential/PRD, Multifamily/Affordable Housing, and the Health Care/Senior Assisted Living land use areas have been changed to a combined Multifamily Residential/Townhouses, Condos, and Apartments land use category. In addition, the Recreation/Open Space (Parks) area is similar in total acreage but has been split into two separate areas on the site, one of which remains in the center of the site, while the other is in the northeast corner of the site, adjacent to the Thumbelina residential area which borders the site to the east. Tables 1 and 2 below compare the land use components of the Original Specific Plan to the Proposed Revised Specific Plan.

Table 1. Original and Revised Specific Plan Land Use Acreage Comparison

Land Use Component	Original Acreage	Proposed Acreage	Change
COMMERCIAL			
Commercial/Large Scale Retail	10.0	--	-10.0
Commercial/Retail and Office	--	4.0	+4.0
McMurray General Service/Commercial	3.2	--	-3.2
Health Care/Senior Assisted Living	2.1	--	-2.1
Hotel	--	4.0	+4.0
TOTAL COMMERCIAL	**15.3**	**8.0**	**-7.3**
RESIDENTIAL			
Single Family Residential	2.1	--	-2.1
Multifamily Residential/Townhouses, Condos, Apartments	2.3	12.0	+9.7
Multifamily Affordable Housing	1.0	--	-1.0
TOTAL RESIDENTIAL	**5.4**	**12.0**	**+6.6**
PARKS/RECREATION			
TOTAL PARKS/RECREATION	**1.6**	**1.5**	**-0.1**

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

Land Use Component	Original Square Feet/ Dwelling Units or Rooms	Proposed Square Feet/ Dwelling Units or Rooms	Change
COMMERCIAL			
Commercial/Large Scale Retail	107,000 / --	-- / --	-107,000 / --
Commercial/Retail and Office	-- / --	43,000 / --	+43,000 / --
McMurray General Service/Commercial	80,000 / --	-- / --	-80,000 / --
Health Care/Senior Assisted Living	-- / 75	-- / --	-- / -75
Hotel	-- / --	200,000 / 225	+200,000 /225
TOTAL COMMERCIAL	**187,000 / 75**	**243,000 / 225**	**+56,000 / +150**
RESIDENTIAL			
Single Family Residential	-- / 21	-- / --	-- / -21
Multifamily Residential/Townhouses, Condos, Apartments	-- / 32	-- / 244	-- / +212
Multifamily Affordable Housing	-- / 28	-- / --	-- / -28
TOTAL RESIDENTIAL	**-- / 81**	**-- / 244**	**-- / +163**

It should be noted that the Revised Specific Plan states that the multi-family residential area may also be appropriate for a senior assisted living facility. However, as a reasonable worst-case scenario for the purposes of evaluating environmental impacts in this EIR Addendum, land use in this area is assumed to be standard multi-family residential, with no senior units.

None of the alternatives studied in the EIR specifically address the configuration currently under consideration, which includes 43,000 square feet of commercial/retail and office uses on 4.0 acres, up to 200,000 square feet of commercial uses including a 225-room hotel on 4.0 acres, 244 multi-family/ townhouses, condos, apartments on 12.0 acres, and two separate park/recreation areas on a total of 1.5 acres. However, the Revised Specific Plan would be considered substantially consistent with the provisions of the Final EIR for the following reasons:

- The balance of commercial and residential land uses in the Revised Specific Plan will not result in new environmental impacts when compared to the balance of land uses in the Original Specific Plan.
- 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 approximately the same portions of the site, and would therefore result in similar 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 Original Specific Plan would continue to apply to the proposed Revised Specific Plan, with the exception of Mitigation Measures AES-1(d), regarding street light limitations, and T-3(a), regarding parking spaces for the senior facility. For the Revised Specific Plan, AES-1(d) has been replaced by a condition of approval that would result in similar lighting limitations, and T-3(a) is not

applicable because the senior facility has not been included in the Revised Specific Plan. The Final EIR mitigation measures are included in Section 4.0 of this Addendum. The Final EIR for the Original 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 Original Specific Plan in the Final EIR, impacts related to site disturbance (e.g., 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. Due to the increased number of residential units proposed, the Revised Specific Plan would increase the city's population, however with the payment of required fees to offset per capita impacts, it would not substantially increase the magnitude or severity of any residual impacts to Parks, Public Services and Utilities, or Schools when compared to the Original Specific Plan.

With the addition of the Hotel land use component, the three to four-story structure proposed would be visible from off-site viewpoints and adjacent streets. Landscaping on the project site would not fully block views of development; however, it is anticipated to soften the views by creating additional greenery. The project site is located within an area covered by the City's adopted Community Design Guidelines governing site design, architecture, parking and driveways, landscaping, lighting, signs and utilities. Approval of this type of structure is handled on a case-by-case basis and would be assessed during City design review prior to development. No designated scenic resources are located on the project site. Therefore, the project would result in less than significant impacts related to aesthetics. Contrary to the Original Specific Plan, the Revised Specific Plan states that although all new utilities serving the proposed development on site will be underground, all existing utility lines and power poles will remain in place. Although the undergrounding of utility poles would be considered an aesthetic improvement, the retention of above-ground poles would not create any impacts beyond the existing conditions. Therefore, impacts to aesthetics as a result of above-ground utility poles will be less than significant.

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" (May 29, 2007) for the revised Specific Plan. This Study concluded that the Revised Specific Plan would generate a total of 5,167 average daily trips and 434 P.M. peak hour trips (refer to Table 3 below).

The residential component of the Revised Specific Plan would generate 1,608 average daily trips and 141 P.M. peak hour trips. The commercial (retail and office) components of the Revised Specific Plan would generate 1,477 average daily trips and 129 P.M. peak hour trips. The Hotel component of the Revised Specific Plan would generate 2,007 average daily trips and 158 P.M. peak hour trips. The P.M. peak hour trips generated by the Revised Specific Plan would remain the same when compared to the Original Specific Plan. Project traffic impacts are evaluated

based upon the P.M. peak hour volumes. 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 Original Specific Plan evaluated in the FEIR, 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.

Table 3. Original and Revised Specific Plan Project Trip Generation Comparison

Project	Size*	Average Daily Trips	P.M. Peak Hour Trips
ORIGINAL OAK SPRINGS VILLAGE SPECIFIC PLAN			
Retail/Commercial	107,000 sf	2,577	225
General Service/Commercial	80,000 sf	914	120
Single Family	22 du	210	22
Attached Townhouse	34 du	199	18
Apartment	36 du	237	21
Assisted Living	75 beds	206	38
Total New Trip Generation:		**4,343**	**434**
PROPOSED VILLAGE SPECIFIC PLAN			
Retail/Commercial	43,000 sf	1,477	129
Hotel	225 rooms	2,007	158
Multi-Family	244 du	1,608	11
Park/Open Space	1.5 acres	75	6
Total New Trip Generation:		**5,167**	**434**
NET TRIP CHANGE:		**+824**	**0**

Note: sf = square feet
du = dwelling units

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 Original 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. The Revised Specific Plan design is still conceptual. During the development review process, each development within the Revised Specific Plan will be required to meet the parking supply and design requirements per the City Zoning Ordinance and the City Engineer. For example, in accordance with Zoning Ordinance requirements, hotels require one space per guest room plus an additional one space per employee, and office uses require one space per 300 square feet of building area. As with the Original Specific Plan, with conformance to City parking requirements, the parking impacts of the Revised Specific Plan would be less than significant.

Air Quality. Revised Specific Plan-related vehicle emissions were calculated using the URBEMIS 2002, Version 8.7 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 Original Specific Plan. Area source emissions with the Revised Specific Plan would be similar to those generated by the Original Specific Plan due to similar overall building levels. Total operational ROG emissions would decrease to 63.27 ppd. Total NO_x emissions would decrease to 90.47 ppd. Total PM_{10} emissions would decrease to 5.05 ppd. Therefore, the Revised Specific Plan would decrease the magnitude or severity of air emissions impacts when compared to the Original Specific Plan. As with the Original 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 Original Specific Plan and the Revised Specific Plan.

Since the Revised Specific Plan would disturb approximately the same area as the Original 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 Original 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 Original 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 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 (May 29, 2007), the Revised Specific Plan would result in a similar number of trips along McMurray Road and Highway 246 when compared to the Original Specific Plan, and would generate a slightly smaller increase in noise levels when compared to the Original Specific Plan. As with the Original 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 0.3 dBA to a total of 60.9 dBA Ldn, when accounting for the noise attenuation from existing sound walls along residential portions of Highway 246 east of McMurray Road (refer to Table 4). This future noise level along Highway 246 would exceed the City's adopted exterior standard of 60 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 1.5 dB less than were modeled and disclosed for the Original Specific Plan.

As shown in Table 4, under Cumulative + Revised Specific Plan conditions, noise levels along McMurray Road north of Highway 246 would increase by 1.8 dBA but would not exceed the City's 75 dBA Ldn exterior noise standard for the commercial uses located along McMurray Road. As with the Original Specific Plan, less than significant impacts would result.

Table 4. 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	60.9	+0.4	60 (residential)	Yes
50 feet from McMurray Road Centerline	60.1	61.9	+1.8	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.*

For both the Revised and Original Specific Plans, 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 both the Revised and Original Specific Plans, the planned residential units along McMurray Road would be subject to cumulative traffic noise in excess of 60 dBA Ldn. Therefore, impacts relating to noise from existing traffic on McMurray Road are considered to be *significant but mitigable* (Class II). Implementation of similar noise 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 Original Specific Plan. The hotel use envisioned in the Revised Specific Plan would be exposed to cumulative traffic noise levels along McMurray Road that do not exceed the City's 65 dBA Ldn exterior noise threshold for hotel uses. Therefore, less than significant noise impacts on hotel uses would result.

With the Revised Specific Plan, as with the Original 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 noise 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 Original Specific Plan.

3.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Population and Housing. Based on current City household sizes (2.95 persons per multi-family unit; U.S. Census 2000), the residential components of the Revised Specific Plan, which include 244 multi-family units would be expected to generate 720 residents, which would represent an increase of 400 persons when compared to the Original Specific Plan. This population increase represents about 16% of the current City population of 4,548 (California Department of Finance, January 1, 2006). 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 increase student generation when compared to the Original Specific Plan. With both the Original 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 Original Specific Plan, developers of the Revised Specific Plan 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 increase the required amount of parkland dedication or in lieu fees from 2.0 to 3.6 acres, when compared to the Original Specific Plan. The Revised Specific Plan includes an active and passive use community park and neighborhood park totaling approximately 1.5 acres and a network of pedestrian paths and landscaping buffers and screening. The community park is located at the center of the Specific Plan area making it accessible to all users of the site. The approximately half acre neighborhood park is located near the Thumbelina neighborhood in the northeast corner of the site. 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 neighborhood 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 total demand for water to 121.4 Acre-feet per year (AFY), an increase of 67.5 AFY when compared to the Original Specific Plan's water demand of 53.9 AFY (refer to Table 5). The Revised Specific Plan reclaimed water demand would be similar to that identified for the Original Specific Plan (i.e., approximately 8.21 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 (Buellton General Plan SEIR, 2007). 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.

Table 5. Original and Revised Specific Plan Potable Water Demand Comparison

Land Use Type	Water Demand Factor	Original Specific Plan		Revised Specific Plan	
		Quantity	Water Demand	Quantity	Water Demand
Commercial Retail/Office	0.11 AFY/1,000 sf	187,000 sf	20.57 AFY	43,000 sf	4.73 AFY
Hotel	0.20 AFY/Room	--	--	225 Rooms	45.00 AFY
Senior Assisted Living	0.15 AFY/Unit	75 units	11.25 AFY	--	--
Single-Family Residential	0.26 AFY/Unit	21 units	5.46 AFY	--	--
Multi-Family Residential	0.26 AFY/Unit	32 units	8.32 AFY	244 units	63.44 AFY
Potable Water Subtotal:			**45.60 AFY**		**113.17 AFY**
+ Reclaimed Water Demand:			**8.21 AFY**		**8.21 AFY**
TOTAL WATER DEMAND			**53.91 AFY**		**121.38 AFY**

Source: County of Santa Barbara Environmental Thresholds and Guidelines Manual, 2003.

Wastewater Generation: The Revised Specific Plan would increase the generation of wastewater when compared to the Original 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 97.1 AFY which is equivalent to 86,673 gallons per day (GPD). This would increase the wastewater demand from the Original Specific Plan by 48,090 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. With implementation of the Revised Specific Plan, the wastewater treatment plant would retain sufficient treatment capacity. 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 increase waste generation when compared to the Original Specific Plan from a total of 3,014 pounds per day (1.51 tons per day) to 4,421 pounds per day (2.21 tons per day). This amount of solid waste generation would represent a small percentage of the allowable daily waste acceptance and remaining capacity at the Tajiguas Sanitary Landfill, which has a remaining airspace of 9,434,000 (40.5%) cubic yards, as of April 23, 2003, and a permitted peak throughput of 1,500 tons per day. Construction activities and proposed use operations would produce solid waste beyond existing conditions, however the Revised Specific Plan would not require additional systems or services. 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 ORIGINAL 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(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.

Note that measure T-3(a) would not apply to the Revised Specific Plan.

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.

Appendix A

Traffic and Circulation Study

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Richard L. Pool, P.E.
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June 6, 2007

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TRAFFIC ANALYSIS FOR MODIFICATION OF THE OAK SPRINGS VILLAGE SPECIFIC PLAN - CITY OF BUELLTON, CALIFORNIA

An application to modify The Oak Spring Village Specific Plan has been made. The significant change is the inclusion of a hotel, a reduction in the retail commercial component, an increase in the number of dwelling units and the deletion of the assisted living component. The site plan will be modified to accommodate the proposed mix of uses.

Project Trip Generation

The trip generation of the revised uses will be compared to the approved uses to determine if the difference is significant, thus necessitating additional analysis. The Specific Plan is to be modified to consist of 244 multi-family dwellings, 43,000 square feet of retail commercial space, a 225 room hotel and 1.5 acres of park/open space situated on approximately 23.86 acres. The Institute of Transportation Engineering (ITE), Trip Generation, 7th Edition was used to estimate the number of "new" trips which would be generated by the Specific Plan modification. The retail commercial trip generation for the current and the modified Specific Plan was reduced by 20 percent to account for "pass-by" trips. "Pass-by" trips are trips in the adjacent street system traffic stream that would be attracted to the retail commercial uses in the project. These types of trips are not new to the study-area street system but would be included in the project's driveway volumes. The trips between the retail commercial and other Specific Plan components are accounted for in the project trip distribution.

Table 1 summaries the estimated average daily and P.M. peak hour trip generation of the modified Specific Plan.

Table 1
Modified Specific Plan Trip Generation

Land Use	Size	ADT Rate	ADT Trips	P.M. Peak Hour Trips Total Rate	P.M. Peak Hour Trips Total Trips
Retail/Commercial	43,000 s.f.	42.94	1,846	3.75	161
Less "pass-by" trips (20%):			-369		-32
Subtotal[1]:			1,477		129
Hotel*	225 rooms	8.92	2,007	0.70	158
Subtotal[2]:			3,484		287
Multi-Family	244 d.u.'s	6.59	1,608	0.58	141
Subtotal[3]:			5,092		428
Park/Open Space	1.5 acres	50.00	75	4.00	6
Total New Trips (2+3):			5,167		434

The data presented in Table 1 indicates that the Modified Specific Plan would generate a total of 5,167 average daily trips and 434 P.M. peak hour trips.

The trip generation for the Modified Specific Plan and the trip generation for the FEIR project were compared to determine any changes. Table 2 shows the comparison.

Table 2
FEIR Project Trip Generation vs. Modified Plan Trip Generation

Project	Size	ADT Trips	P.M. Peak Hour Trips Total
Original Oak Springs Village SP:			
Retail/Commercial	107,000 s.f.	2,577	225
General Service/Commercial	80,000 s.f.	914	120
Single Family	22 d.u.'s	210	22
Attached Townhouse	34 d.u.'s	199	18
Apartment	36 d.u.'s	237	21
Assisted Living	75 beds	206	28
Total New Trip Generation:		4,343	434
Modified Village SP:			
Retail/Commercial	43,000 s.f.	1,477	129
Hotel	225 rooms	2,007	158
Multi-Family	244 d.u.'s	1,608	141
Park/Open Space	1.5 acres	75	6
Total New Trip Generation:		5,167	434
Net Trip Change:		+824	0

The data presented in Table 2 shows that the trip generation forecasted for the Oak Springs Specific Plan is 4,343 average daily trips and 434 P.M. peak hour trips and for the modified Specific Plan 5,167 average daily trips and 434 P.M. peak hour trips. The Modified Specific Plan increases the average daily trips with no increase in the P.M. peak hour trips. Project traffic impacts are evaluated based upon the P.M. peak hour volumes thus the traffic impacts associated with the Modified Specific Plan would be consistent with those identified in the FEIR, and the identified mitigation measures would still be applicable.

City Traffic Section

Associated Transportation Engineers

By: Richard L. Pool, P.E.
President

REGISTERED PROFESSIONAL ENGINEER
RICHARD L. POOL
No. 18,030
Expires 6/30/07
CIVIL
STATE OF CALIFORNIA

Appendix B

Air Emissions Model Results

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URBEMIS 2002 For Windows 8.7.0

File Name: L:\ESP\S Barbara Co\Buellton\07-61100 Buellton The Village Revised Specific Plan\Document\Drafts\Apendices\Air Quality\Village SP.urb
Project Name: Village SP EIR
Project Location: Santa Barbara County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	63.27	90.47	745.69	0.52	5.05

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URBEMIS 2002 For Windows 8.7.0

File Name: L:\ESP\S Barbara Co\Buellton\07-61100 Buellton The Village Revised Specific Plan\Document\Drafts\Apendices\Air Quality\Village SP.urb
Project Name: Village SP EIR
Project Location: Santa Barbara County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	20.07	29.72	240.19	0.16	1.58
City park	0.88	1.28	10.69	0.01	0.07
Hotel	25.03	34.35	286.10	0.21	1.96
Regnl shop. center	17.29	25.11	208.72	0.15	1.43
TOTAL EMISSIONS (lbs/day)	63.27	90.47	745.69	0.52	5.05

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Condo/townhouse general	15.25	6.59 trips/dwelling unit	244.00	1,607.96
City park		50.00 trips/acres	1.50	75.00
Hotel		8.92 trips/rooms	225.00	2,007.00

Regnl shop. center	34.35 trips/1000 sq. ft.	43.00	1,477.05

Sum of Total Trips 5,167.01
Total Vehicle Miles Traveled 54,685.08

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

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
% of Trips - Residential	20.6	18.0	61.4			

% of Trips - Commercial (by land use)

City park	5.0	2.5	92.5
Hotel	5.0	2.5	92.5
Regnl shop. center	2.0	1.0	97.0

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Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Condominium/townhouse general have changed from the defaults 6.9/15.25 to 6.59/15.25

Changes made to the default values for Operations

The road dust option switch changed from on to off.
The operational emission year changed from 2005 to 2007.

Appendix C

Noise Model Results

ROADWAY TRAFFIC NOISE

Project:	Oak Springs Village Revised SP EIR	Project No.	07-61100
Date:	5-Jun-07		

Roadway: Highway 246 east of McMurray Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):		TNM
Distance to Receptor:	50	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	18,200	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2007	
Total Project Volume (ADT):	1550	vehicles
Total Cumulative Growth Volume (ADT):	779	vehicles

Source of Traffic Data: Associated Transportation Engineers, 2007.

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	99.0%	97.6%
Medium Truck	1.8%	0.5%	1.7%
Heavy Truck	0.7%	0.5%	0.7%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Speed Limit

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Speed Limit

ROADWAY TRAFFIC NOISE

Project: Oak Springs Village Revised SP EIR Project No. 07-61100
Date: 5-Jun-07

Roadway: Highway 246 east of McMurray Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	70.5 dBA	18	54	117	251	542
Existing + Project	70.9 dBA	19	57	123	265	570
Future with Ambient Growth	70.5 dBA	18	54	117	251	542
Future with Ambient Growth and Project	70.9 dBA	19	57	123	265	570
Future with Ambient Growth and Cumulative Projects	70.5 dBA	18	54	117	251	542
Future with Ambient, Cumulative, and Project Growth	70.9 dBA	19	57	123	265	570
Change in Noise Levels						
Due to Project	0.3 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.3 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	71.1 dBA	20	59	127	273	588
Existing + Project	71.4 dBA	22	62	133	287	619
Future with Ambient Growth	71.1 dBA	20	59	127	273	588
Future with Ambient Growth and Project	71.4 dBA	22	62	133	287	619
Future with Ambient Growth and Cumulative Projects	71.1 dBA	20	59	127	273	588
Future with Ambient, Cumulative, and Project Growth	71.4 dBA	22	62	133	287	619
Change in Noise Levels						
Due to Project	0.3 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.3 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Oak Springs Village Revised SP EIR	Project No.	07-61100
Date:	5-Jun-07		

Roadway: McMurray Road (Between 246 and Damassa)

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO):		TNM
Distance to Receptor:	50	feet
Site Condition (Hard or Soft):	hard	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	3,390	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2007	
Total Project Volume (ADT):	1292	vehicles
Total Cumulative Growth Volume (ADT):	670	vehicles

Source of Traffic Data: Associated Transportation Engineers, 2007

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	99.0%	97.9%
Medium Truck	1.8%	1.0%	1.6%
Heavy Truck	0.7%	0.0%	0.5%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	95.1%	4.9%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Oak Springs Village Revised SP EIR Project No. 07-61100
Date: 5-Jun-07

Roadway: McMurray Road (Between 246 and Damassa)

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	60.1 dBA	#N/A	#N/A	#N/A	51	110
Existing + Project	61.3 dBA	#N/A	#N/A	#N/A	61	132
Future with Ambient Growth	60.1 dBA	#N/A	#N/A	#N/A	51	110
Future with Ambient Growth and Project	61.3 dBA	#N/A	#N/A	#N/A	61	132
Future with Ambient Growth and Cumulative Projects	60.9 dBA	#N/A	#N/A	#N/A	57	123
Future with Ambient, Cumulative, and Project Growth	61.9 dBA	#N/A	#N/A	#N/A	67	144
Change in Noise Levels						
Due to Project	1.2 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.8 dBA					
Due to All Future Growth	1.8 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	60.6 dBA	#N/A	#N/A	#N/A	55	119
Existing + Project	61.9 dBA	#N/A	#N/A	#N/A	66	143
Future with Ambient Growth	60.6 dBA	#N/A	#N/A	#N/A	55	119
Future with Ambient Growth and Project	61.9 dBA	#N/A	#N/A	#N/A	66	143
Future with Ambient Growth and Cumulative Projects	61.4 dBA	#N/A	#N/A	#N/A	62	134
Future with Ambient, Cumulative, and Project Growth	62.4 dBA	#N/A	#N/A	28	73	157
Change in Noise Levels						
Due to Project	1.2 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.8 dBA					
Due to All Future Growth	1.8 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable