



# CITY OF BUELLTON

## PLANNING COMMISSION AGENDA

**Regular Meeting of June 6, 2013 – 6:00 p.m.  
City Council Chambers  
140 West Highway 246, Buellton, California**

*Materials related to an item on this agenda, as well as materials submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the office of the Planning Department located at 331 Park Street, during normal business hours.*

### **CALL TO ORDER**

Chair Mercado

### **PLEDGE OF ALLEGIANCE**

Commissioner Figueroa

### **ROLL CALL**

Commissioners Lisa Figueroa, Jason Fussel, Foster Reif, Vice Chair Craig Adams and Chair Art Mercado

### **REORDERING OF AGENDA**

### **APPROVAL OF MINUTES**

- 1. Minutes of the regular Planning Commission meeting of May 16, 2013**

### **PUBLIC COMMENTS**

*Members of the audience wishing to address the Planning Commission on matters not on the agenda may do so at this time. No action will be taken on these items at this meeting. Please state your name and address for the record. Comments should normally be limited to three minutes.*

### **CONSENT CALENDAR**

None

### **CONTINUED PUBLIC HEARINGS**

None

### **NEW PUBLIC HEARINGS**

- 2. Resolution No. 13-06 - "A Resolution of the Planning Commission of the City of Buellton, California, Approving a Final Development Plan (11-FDP-02), Conditional Use Permit (11-CUP-02), and Tentative Parcel Map (TPM 31055) for a Shopping Center Including 40,455 Square Feet of Retail and Restaurants and 15,000 Square Feet of Outdoor Sales Area (the Crossroads Village Center) Located at the**

**Northeast Corner of Highway 246 and McMurray Road, Assessor's Parcel Number 137-090-045 (portion), and Making Findings in Support Thereof"**

**OTHER BUSINESS**

None

**WRITTEN COMMUNICATIONS**

**PLANNING COMMISSIONER COMMENTS**

**PLANNING DIRECTOR REPORT**

**ADJOURNMENT**

To the next regularly scheduled Planning Commission meeting of Thursday, June 20, 2013, at 6:00 p.m. in the Council Chambers located at 140 West Highway 246.

\* Please note that the date of any Planning Commission decision starts an appeal period. During the appeal period either the applicant or any aggrieved party may appeal the application of a perceived onerous or unreasonable condition or the decision itself to the City Council as governed by the applicable section of the Buellton Municipal Code.

# CITY OF BUELLTON

## PLANNING COMMISSION MEETING MINUTES

Regular Meeting of May 16, 2013 – 6:00 p.m.  
City Council Chambers, 140 West Highway 246  
Buellton, California

### CALL TO ORDER

Chair Mercado called the meeting to order at 6:00 p.m.

### PLEDGE OF ALLEGIANCE

Chair Mercado led the Pledge of Allegiance

### ROLL CALL

Present: Commissioners Lisa Figueroa, Jason Fussel, Foster Reif, Vice  
Chair Craig Adams and Chair Art Mercado

Staff: Planning Director/Interim City Manager Marc Bierdzinski  
Staff Assistant/Planning Technician Clare Barcelona

### REORDERING OF AGENDA

None

### APPROVAL OF MINUTES

#### 1. Minutes of the regular Planning Commission meeting of May 2, 2013

##### MOTION:

Vice Chair Adams moved and Commissioner Figueroa seconded the motion to approve the Minutes of May 2, 2013.

##### VOTE:

Motion passed by 4-0 voice vote with abstention by Commissioner Reif due to his absence from the meeting.

### PUBLIC COMMENTS

None

**CONSENT CALENDAR**

None

**CONTINUED PUBLIC HEARINGS**

None

**NEW PUBLIC HEARINGS**

None

**OTHER BUSINESS**

**2. Community Design Guidelines - Architecture**

**DISCUSSION/SPEAKERS:**

Planning Director Bierdzinski presented the staff report requesting input from the Commission on proposed styles of architecture for the Avenue of Flags and citywide.

Peggy Brierton, 225 Teri Sue Lane, Buellton, gave input to the Commission on the different styles and stated that 50's Diner Style would not be an appropriate choice for the Avenue of Flags based on the Visioning Survey results.

The Commission discussed the proposed styles noted in the Staff Report and recommended moving forward on the styles noted in the staff report but adding Art Deco as an acceptable architectural style on the Avenue of Flags.

**WRITTEN COMMUNICATIONS**

None

**PLANNING COMMISSIONER COMMENTS**

None

**PLANNING DIRECTOR REPORT**

Mr. Bierdzinski updated the Commission on upcoming events and recent City Council actions including upcoming projects and stated that the Southern California Gas Company utility pole has been removed from the Rancho de Maria housing tract location and will be located on Industrial Way.

## ADJOURNMENT

Chair Mercado adjourned the meeting at 6:40 p.m. to the next regular scheduled meeting of the Planning Commission to be held June 6, 2013 at the City Council Chambers, 140 West Highway 246, Buellton.

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Art Mercado, Planning Commission Chair

ATTEST:

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Clare Barcelona, Planning Commission Secretary

**An audio CD of this Planning Commission Meeting is available upon request.**

**CITY OF BUELLTON**  
Planning Commission Agenda Staff Report

Planning Director Review: MPB  
Planning Commission Agenda Item No: 2

To: The Honorable Chair and Commission Members

From: Marc P. Bierdzinski, Planning Director

Date: June 6, 2013

Subject: Resolution No. 13-06 - "A Resolution of the Planning Commission of the City of Buellton, California, Approving a Final Development Plan (11-FDP-02), Conditional Use Permit (11-CUP-02), and Tentative Parcel Map (TPM 31055) for a Shopping Center Including 40,455 Square Feet of Retail and Restaurants and 15,000 Square Feet of Outdoor Sales Area (the Crossroads Village Center) Located at the Northeast Corner of Highway 246 and McMurray Road, Assessor's Parcel Number 137-090-045 (portion), and Making Findings in Support Thereof"

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**BACKGROUND/DISCUSSION**

John Franklin, property owner, and TJ Partners, LLC, agent ("Applicant") have submitted a Final Development Plan (11-FDP-02), Conditional Use Permit (11-CUP-02) and Tentative Parcel Map (TPM 31055) for a shopping center, Crossroads Village Center. This is the commercial portion of the Village Specific Plan site (March 2013 version of Specific Plan provided under separate cover). The project site is located at the northeast corner of Highway 246 and McMurray Road on Assessor's Parcel Number 137-090-045 (see Attachment 1 - Vicinity Map). The property is zoned CR-SP (General Commercial-Specific Plan). The project consists of the following applications:

- **Final Development Plan (11-FDP-02):** Proposal for a shopping center with 40,455 square feet of buildings and 15,000 square feet of outdoor sales area. A hardware store (Tractor Supply Company), retail shops, two buildings with drive through windows (McDonald's and Starbucks), parking, landscaping, and signage are proposed.
- **Conditional Use Permit (11-CUP-02):** Proposal for two buildings with drive through windows in the shopping center. The proposed buildings with drive through windows are Pad E and Pad F on the site plan. McDonald's and Starbucks are the proposed businesses in the buildings with drive through windows. The CUP also covers potential restaurants without drive-through lanes within Shops B, Shops C, and Pad E per the project plans and the outdoor display of merchandise.

- **Tentative Parcel Map (TPM 31055)** Approval of a Tentative Parcel Map for the creation of 6 parcels on a 4.95 acre parcel. The proposed parcels are 33,555 square feet (Lot 1), 18,580 square feet (Lot 2), 15,560 square feet (Lot 3), 99,790 square feet (Lot 4), 19,890 square feet (Lot 5), and 28,749 square feet (Lot 6).

The complete set of project plans, including master sign program, is provided as Attachment 2. Full size plans have been provided to the Planning Commission.

The proposed development is subject to the requirements of the Village Specific Plan as amended by the City Council on March 28, 2013.

Development Standard	Village Specific Plan Requirements	Proposed Project
Minimum Lot Size	None required	4.94 acres
Front Setback	None Required	32 feet
Side Setback	30 feet along eastern property line, none required otherwise	30 feet along eastern property line, 10 feet along western property line
Rear Setback	25 feet along park area, none required otherwise	43 feet adjoining park, 10 feet for Pad A
Floor Area	No maximum	N/A
Site Coverage	No Maximum	26%
Height Limit	35 feet	35 feet; majority of buildings less than 28 feet
Landscaping	5%	11%
Parking	<ul style="list-style-type: none"> <li>• Retail, 32,760 sf (1 per 300 sf): 109 spaces</li> <li>• Outdoor Sales, 15,000 sf (1 per 1,000 sf): 15 spaces</li> <li>• Restaurant, 7,500 sf (1 per 300 sf): 25 spaces</li> <li>• Employee Spaces, 60 employees in largest shift (1 per 2 employees): 30 spaces</li> <li>• Total Required: 179 spaces</li> </ul>	195 parking spaces; however, 12 along the east side of Anchor D are proposed as outdoor display areas; net parking would be 183 spaces

**Land Uses**

As noted in Attachment 2, the following the land uses are proposed:

- Pad A – Multi-tenant retail or office (Permitted Use)
- Shops B – Multi-tenant retail and one potential restaurant (Retail permitted, restaurant allowed with Conditional Use Permit)
- Shops C – Two retail tenants and one potential restaurant (Retail permitted, restaurant allowed with Conditional Use Permit)

- Anchor D – Large scale home improvement/retail with outdoor yard (Permitted Use)
- Pad E- One restaurant and one drive-through coffee space (allowed with Conditional Use Permit)
- Pad F – Drive-through restaurant (allowed with Conditional Use Permit)

### **Architecture**

The architecture of the project is considered Agrarian per the Community Design Guidelines. The buildings include masonry, standing seam metal roofs, wood siding, metal awnings, and metal trellis structures (Attachment 2). A color and materials board will be provided at the Planning Commission meeting along with 3d renderings.

### **Signage**

The proposed master sign program is provided within Attachment 2. The total proposed square footage of signage for the buildings is 949. The main pylon sign is 29 feet tall with 85 square feet of sign area per side. The calculations for the monument sign area are incorrect. Based on a 7 foot by 5 foot sign, each sign is 35 square feet in size. A condition will be added to correct this on the final master sign program.

### **Outdoor Storage and Display**

Anchor D is proposing approximately 2,800 square feet of outside display of merchandise under the eaves in the front of the building. In addition, 12 parking spaces on the east side of the outdoor sales yard would also be used to display small trailers. This outdoor sales and display can be allowed with the Conditional Use Permit. Please note that other commercial businesses in town can have small outdoor display area under the eaves of their buildings.

### **Vesting Tentative Map**

The application includes a Vesting Tentative Parcel Map to create 6 lots. However, as all of the items required for a Vesting map have not been submitted, the term “Vesting” is required to be stricken from the tentative parcel map. We are using the parcel map exception contained within the State Subdivision Map Act to process this map as a parcel map:

*The land consists of a parcel or parcels of land having approved access to a public street or highway, which comprises part of a tract of land zoned for industrial or commercial development, and which has the approval of the governing body as to street alignments and widths.*

### **Air Quality Analysis**

In order to allow drive-through lanes, the Municipal Code and the Village Specific Plan require that the air quality impacts of the project with the drive-through lanes be the same or less than without the drive-through lanes. Attachment 3 is the air quality analysis that

shows that the impacts with the drive-through lanes are no greater than the project without the drive-through lanes.

### **Noise Analysis**

A noise analysis was prepared to verify that the noise associated with the drive-through lane on Pad E would not create impacts to the residential area to the east (Attachment 4). The new 8-foot high wall would ensure that the noise levels are below the standard identified in the Buellton General Plan and Municipal Code.

### **Access to Gas Station**

The option to integrate the service station property at the southwest corner of the site is still on the table. However, we cannot condition this project to make it happen. It has to be a voluntary agreement between the Village property and the service station owners.

### **Master Map and Public Improvements**

The master map for the Village Specific Plan and the public improvements that would support the retail portion of the project are required to be completed before the retail project can be given final clearance for occupancy.

### **Goals and Objectives**

The following are the goals and objectives of the Village Specific Plan as it relates to the retail aspect. Comments in italics are those of staff.

1. To plan for land uses that will enhance the City of Buellton by accommodating the needs of the community, expanding the tax base, and providing jobs and housing.

*The proposed uses will generate additional sales tax and provide additional jobs.*

2. To provide a mix of uses that will not only relate to each other but also to adjacent land uses and depend on each other harmonious and synergistic manner.

*The project incorporates a designated pathway to the future park site adjoining this site to the north.*

3. To create a site plan that provides a logical layout and integration of the various uses in order to avoid land use conflicts, to facilitate ease of interaction between uses, and to accommodate the competing needs of the pedestrian and vehicular traffic.

*Separate pathways for vehicles and pedestrians has been provided to the extent possible. Pedestrian walkways are clearly delineated by textured pavement. Separate travelways for bicycle has not been included.*

4. To establish uniform standards for development on the site to ensure that future development occurs in a manner that is representative of good planning and is cohesive with the site.

*The project meets the standards of the Village Specific Plan and the Community Design Guidelines.*

5. To propose measures which minimize any negative impacts that may result from development of the site.

*Conditions of approval try to address any negative impacts associated with the project. This included preparing a noise analysis.*

6. To enhance and support the City's long-range transportation goals.

*Bicycle racks and information regarding alternative transportation are included in the conditions.*

7. To provide a mixture of housing types that support the urgent need for more affordable housing options for the diversifying population of the City of Buellton.

*N/A*

8. To cultivate quality architecture and landscape design that enhances the rural community environment.

*The site architecture is Agrarian and 24 inch box trees are being required.*

9. To establish a well-connected pedestrian-oriented development that provides opportunities to access the prominently placed park and commercial village with safe and convenient paths from the residential neighborhoods in the plan area and surrounding areas.

*Pedestrian paths lead directly to the proposed park adjoining the site to the north.*

10. To ensure that buildings are well designed and complement the quality and character of architecture as described in the City of Buellton's Community Design Guidelines.

*The site architecture is Agrarian.*

11. To create a unique inviting commercial village that acts as a draw both locally and regionally with a hotel use, while complementing and not competing with the existing uses in downtown Buellton off of Avenue of Flags.

*The proposed uses would not compete with the uses along the Avenue of Flags. The larger type tenants proposed by this center are more appropriate on a larger site.*

12. To design the plan area to fit efficiently into the site and create a smooth transition to the Thumbelina neighborhood along the eastern edge.

*An 8-foot wall is proposed to separate this project from the Thumbelina neighborhood.*

In fulfilling the goals and objectives of the Specific Plan, there are many issues that the Specific Plan must address. Key among these are:

- a) the aesthetic impacts of a large scale urban development,
- b) the successful integration of the pedestrian into the site plan,
- c) the provision of adequate vehicular circulation and parking while providing safe and pleasant circulation opportunities for the pedestrian and bicyclist,
- d) the impact on adjacent intersections and roadways from the increased traffic volumes,
- e) the enhancement of alternative transportation in the area,
- f) the integration of the proposed uses with surrounding uses,
- g) reducing the impact of noise, traffic, and visual disturbance upon the surrounding residential development.

## **ENVIRONMENTAL REVIEW**

The Project is adequately addressed in the prior environmental documents for the Village Specific Plan and the Oak Springs Village Specific Plan (previous name of the Specific Plan). Prior environmental documents include the Final Environmental Impact Report (EIR) for the Oak Springs Village Specific Plan, and an Addendum to the Final EIR for Oak Springs Village. The previous environmental documents have been provided to the Planning Commission under separate cover. No further environmental review is required in accordance with the California Environmental Quality Act. All mitigation measures from the prior documents have been made conditions of approval.

## **RECOMMENDATION**

That the Planning Commission consider the adoption of Resolution No. 13-06 - "A Resolution of the Planning Commission of the City of Buellton, California, Approving a Final Development Plan (11-FDP-02), Conditional Use Permit (11-CUP-02), and Tentative Parcel Map (TPM 31055) for a Shopping Center Including 40,455 Square Feet of Retail and Restaurants and 15,000 Square Feet of Outdoor Sales Area (the Crossroads Village Center) Located at the Northeast Corner of Highway 246 and McMurray Road, Assessor's Parcel Number 137-090-045 (portion), and Making Findings in Support Thereof" by title only and waive further reading.

**Option** - Depending on the amount of public comment and questions from the Planning Commission, the Planning Commission could continue the public hearing to their June 20 meeting to consider the public testimony and to ask for additional information.

**ATTACHMENTS**

Attachment 1 – Vicinity Map

Attachment 2 – Project Plans

Attachment 3 – Air Quality Analysis

Attachment 4 – Noise Analysis

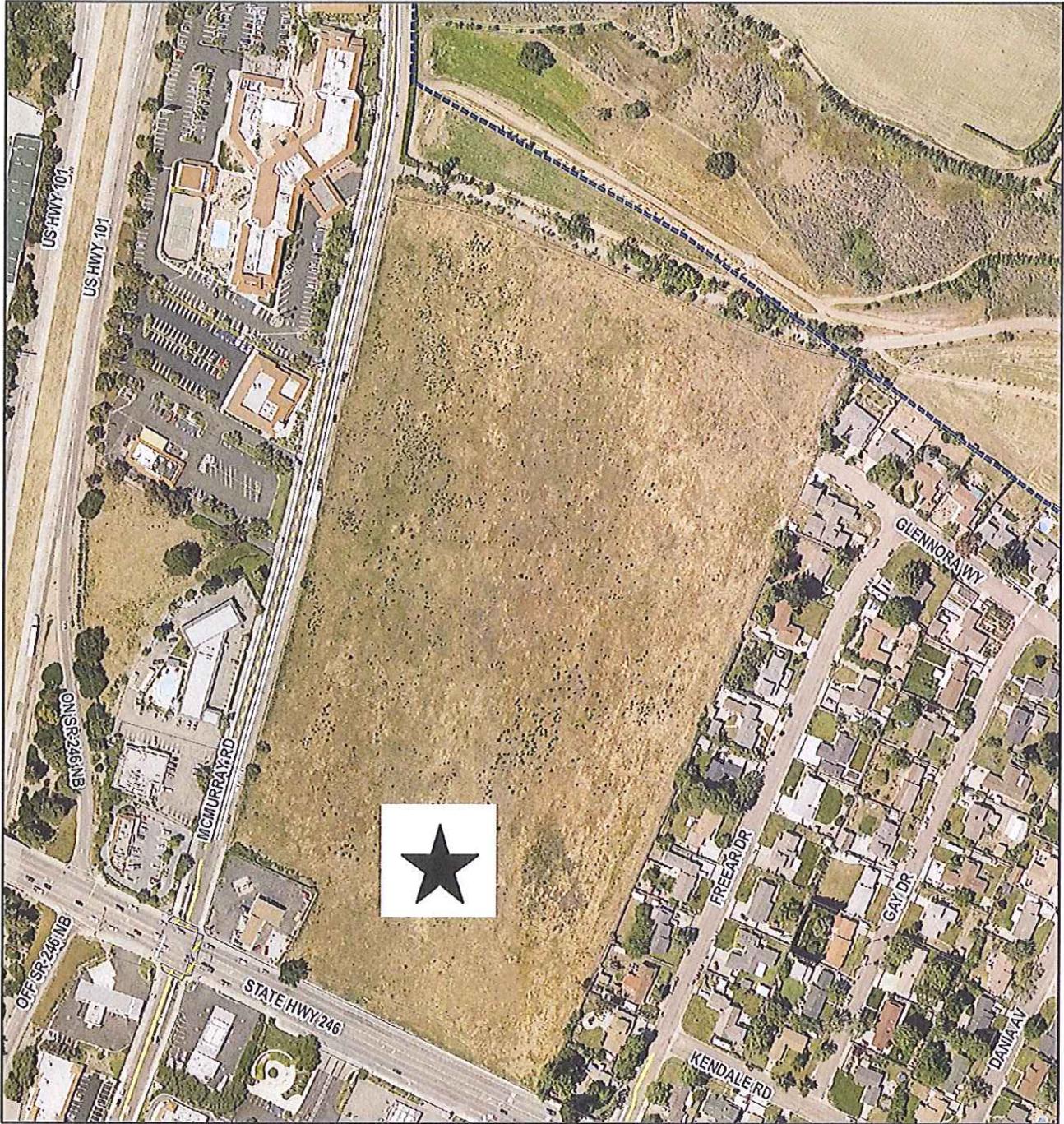
Resolution No. 13-06

Prior environmental documents under separate cover

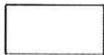
March 2013 Specific Plan under separate cover

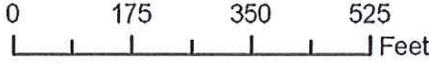


# Attachment 1 - Vicinity Map



**Legend**

-  Parcels
-  City Limits
-  Project Site



ATTACHMENT 2

# Crossroads Village Center

Highway 246 and McMurray Road, Buellton, Ca



**ARTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO  
CALIFORNIA 93401  
PHONE: 805.435.1100  
WWW.ARTISSTUDIO.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

Crossroads Village Center  
Neighborhood Commercial Center  
Buellton, California

03/04/2013

COVER SHEET

A-0.0

# Crossroads Village Center

Highway 246 and McMurray Road, Buellton, Ca

PROJECT STATISTICS		DRAWING INDEX		VICINITY MAP		PROJECT DESCRIPTION			
<b>SITE STATISTICS</b> ADDRESS: N.E.C. HIGHWAY 246 & McMURRAY ROAD ASSESSOR PARCEL NUMBER: 137-009-0468 SITE AREA: 144-215,587 SF / 4.94 ACRES ZONING SPECIFIC PLAN: CR-SP (GENERAL COMMERCIAL - SPECIAL PERMIT) THE VILLAGE SPECIFIC PLAN EXISTING USE: VACANT LOT PROPOSED USE: RETAIL/RESTAURANT PROPOSED OCCUPANCY: M, B, AS & B PROPOSED CONSTRUCTION TYPE: TYPE V-B PROPOSED SPRINKLES: YES PROPOSED NUMBER OF STORIES: 1 PROPOSED BUILDING HEIGHT: 35'-0" PROPOSED LANDSCAPE AREA: 11%		<b>BUILDING STATISTICS</b> PROPOSED BUILDING AREA: PAD A: 6,890 SF SHOPS B: 3,840 SF PAD B: 3,200 SF ANCHOR D: 19,200 SF OUTDOOR YARD: 115,000 SF PAD E: 3,600 SF PAD F: 3,200 SF TOTAL PROPOSED BUILDING AREA INCLUDING OUTDOOR SALES AREA: 40,450 SF 55,455 SF PROPOSED PROJECT PARKING REQUIRED: RETAIL/SHOP SALES: 37,260 SF + 15,040 (2000 SF) = 52,300 SF RESTAURANT: 7,800 SF + 1,962 (200 SF) = 9,762 SF EMPLOYEE SPACES: 20 SPACES TOTAL PARKING REQUIRED: 177 SPACES TOTAL PARKING PROVIDED: 195 SPACES PARKING TO BUILDING RATIO: 4.82 SPACES / 1,000 SF W/OUTDOOR SALES AREA 3.32 SPACES / 1,000 SF		A-00 COVER SHEET A-1.0 PROJECT DATA A-2.0 CONCEPTUAL SITE PLAN A-2.1 CONCEPTUAL TRUCK TURNING PLAN A-3.0 CONCEPTUAL FLOOR PLAN - PAD A A-3.1 CONCEPTUAL FLOOR PLAN - SHOPS B A-3.2 CONCEPTUAL FLOOR PLAN - SHOPS C A-3.3 CONCEPTUAL FLOOR PLAN - ANCHOR D A-3.4 CONCEPTUAL FLOOR PLAN - PAD E A-3.5 CONCEPTUAL FLOOR PLAN - PAD F A-4.0 CONCEPTUAL EXTERIOR ELEVATIONS - PAD A A-4.1 CONCEPTUAL EXTERIOR ELEVATIONS - SHOPS B A-4.2 CONCEPTUAL EXTERIOR ELEVATIONS - SHOPS C A-4.3 CONCEPTUAL EXTERIOR ELEVATIONS - ANCHOR D A-4.4 CONCEPTUAL EXTERIOR ELEVATIONS - PAD E A-4.5 CONCEPTUAL EXTERIOR ELEVATIONS - PAD F A-5.0 CONCEPTUAL SIGN PLAN A-5.1 SIGN DIBBIT - PAD A A-5.2 SIGN DIBBIT - SHOPS B A-5.3 SIGN DIBBIT - SHOPS C A-5.4 SIGN DIBBIT - ANCHOR D A-5.5 SIGN DIBBIT - PAD E A-5.6 SIGN DIBBIT - PAD F A-5.7 SIGN DIBBIT - Pylon Signs A-5.8 SIGN DIBBIT - OTHER - SIGN TYPES CONCEPTUAL UTILITY PLAN CONCEPTUAL LANDSCAPE PLAN LOW IMPACT DEVELOPMENT MEASURES VETTING TRAIL MAP PROPOSED MAJOR ARCS MAP E-1.0 PROPOSED SITE LIGHTING PLAN & PHOTOMETRIC				<b>CROSSROADS VILLAGE CENTER</b> PROPOSED A REGIONAL SHOPPING CENTER WITH A NORTH-DOOR CORNER OF HWY 246 AND McMURRAY ROAD. SOME HIGHLIGHTS OF THE PROPOSED IMPROVEMENTS INCLUDE: • (1) RETAIL/RESTAURANT BUILDINGS, RANGING IN SIZE FROM 2,820 S.F. TO 19,200 S.F. • SURFACING SURFACE PARKING, LANDSCAPING, AND SIGNAGE • (2) OF THE (6) BUILDINGS WILL CONTAIN DRIVE-THRU'S. • PAD F WILL SERVE MCDONALD'S COMPANY. PAD F WILL HAVE A MAIN BUILDING ALONG WITH COVERED SALES AREA ALONG THE FRONT OF THE BUILDING. • SIGN ON-SITE AND OFF-SITE. • FREEWAY ORIENTED SIGN.	

**ARTIS**  
**STUDIO**  
**ARCHITECTS**  
 1000 MARSH STREET, SUITE 100  
 SAN LUIS OBISPO, CALIFORNIA 93401  
 PHONE: (805) 435-1100  
 FAX: (805) 435-1101  
 WWW.ARTISSTUDIO.COM

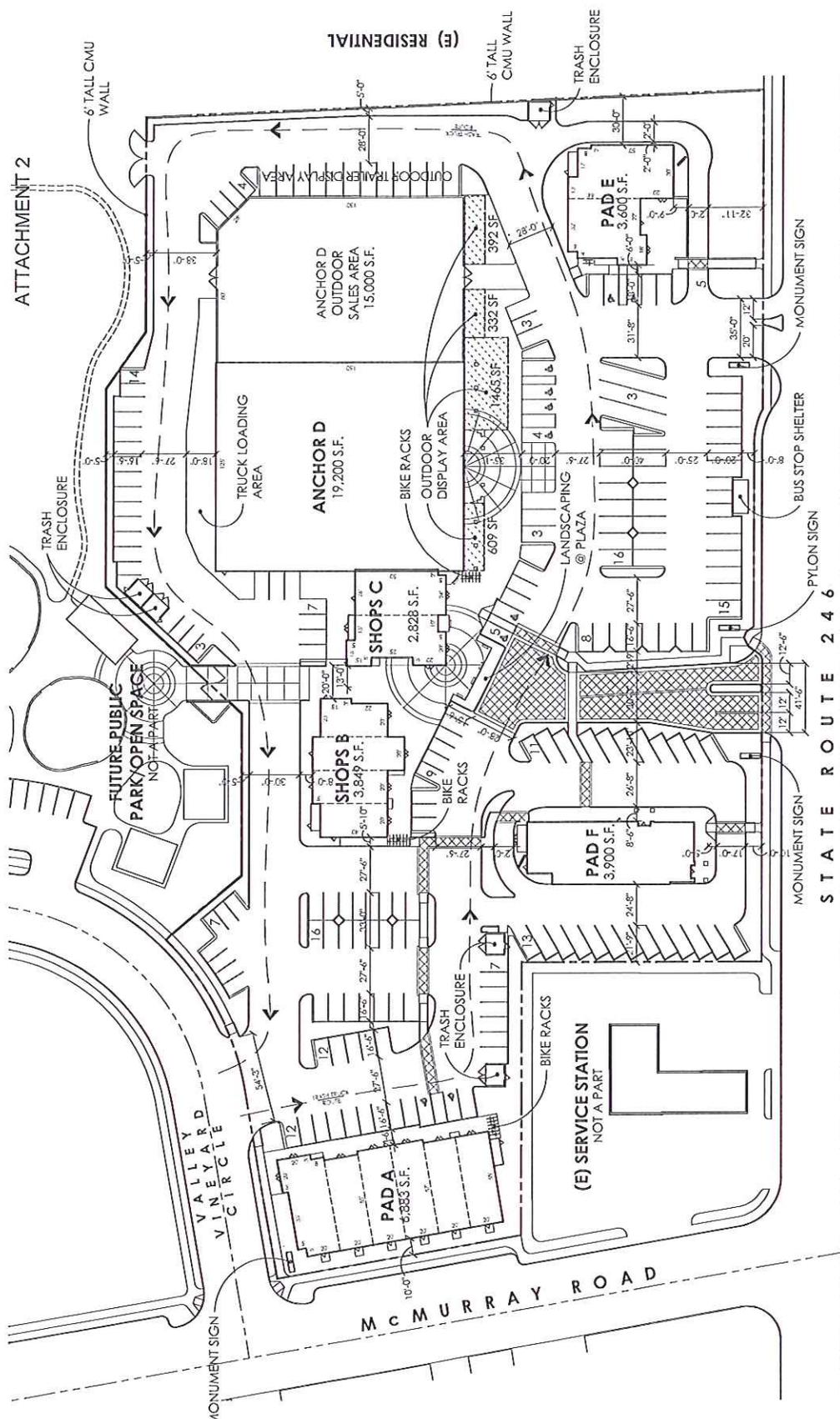
**PB**  
**COMPANIES, LLC**  
 412 Marsh Street  
 San Luis Obispo  
 California, 93401

**Crossroads Village Center**  
 Neighborhood Commercial Center  
 Buellton, California

03/04/2013

**PROJECT DATA**

**A-1.0**



ATTACHMENT 2

**CONCEPTUAL SITE PLAN**

**ARTIS**  
STUDIO  
ARCHITECTS  
MULTIDISCIPLINARY DESIGN  
ARCHITECTURE  
INTERIOR DESIGN  
LANDSCAPE ARCHITECTURE  
PLANNING  
1000 MARSH STREET  
SAN LUIS OBISPO, CA 95060  
TEL: 805.762.1000 FAX: 805.762.1001  
WWW.ARTISSTUDIO.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

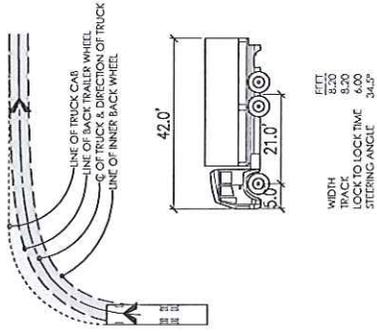
**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

DATE: 02/04/2015  
SCALE: 1" = 20'-0"  
PROJECT: CROSSROADS VILLAGE CENTER  
DRAWN: J. GARDNER  
CHECKED: J. GARDNER  
DATE: 02/04/2015

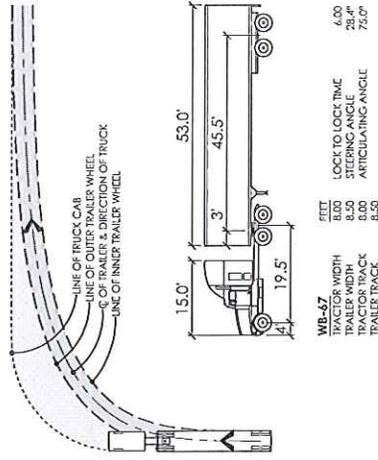
**CONCEPTUAL SITE PLAN**

**A-2.0**

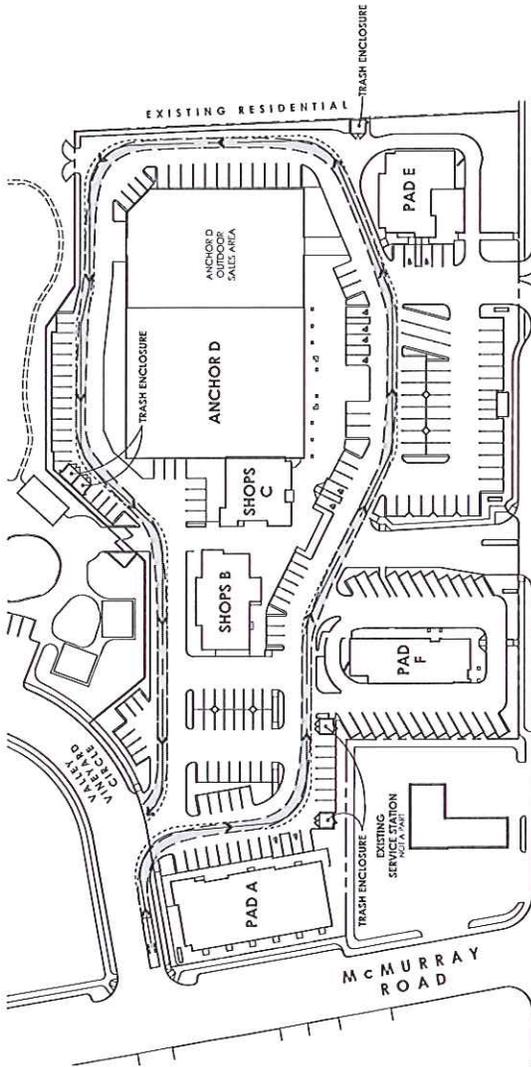
ATTACHMENT 2



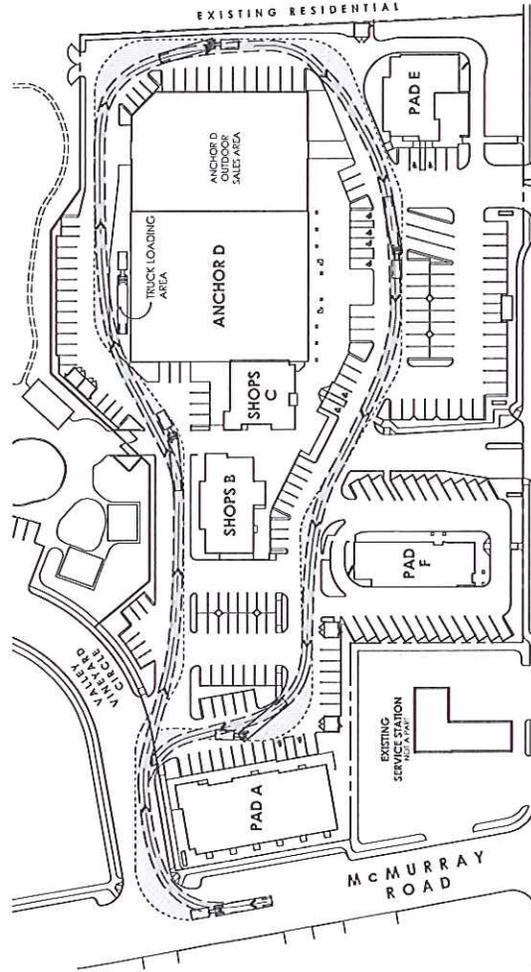
TRUCK TURNING EXHIBIT - GARBAGE



TRUCK TURNING EXHIBIT - SEMI-TRUCK



TRUCK TURNING EXHIBIT - GARBAGE TRUCK



TRUCK TURNING EXHIBIT - SEMI-TRUCK

ARTIS  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO  
CALIFORNIA 93401  
TEL: 805.434.1111  
WWW.ARTISSTUDIOARCHITECTS.COM

PB  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

Crossroads Village Center  
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Buellton, California

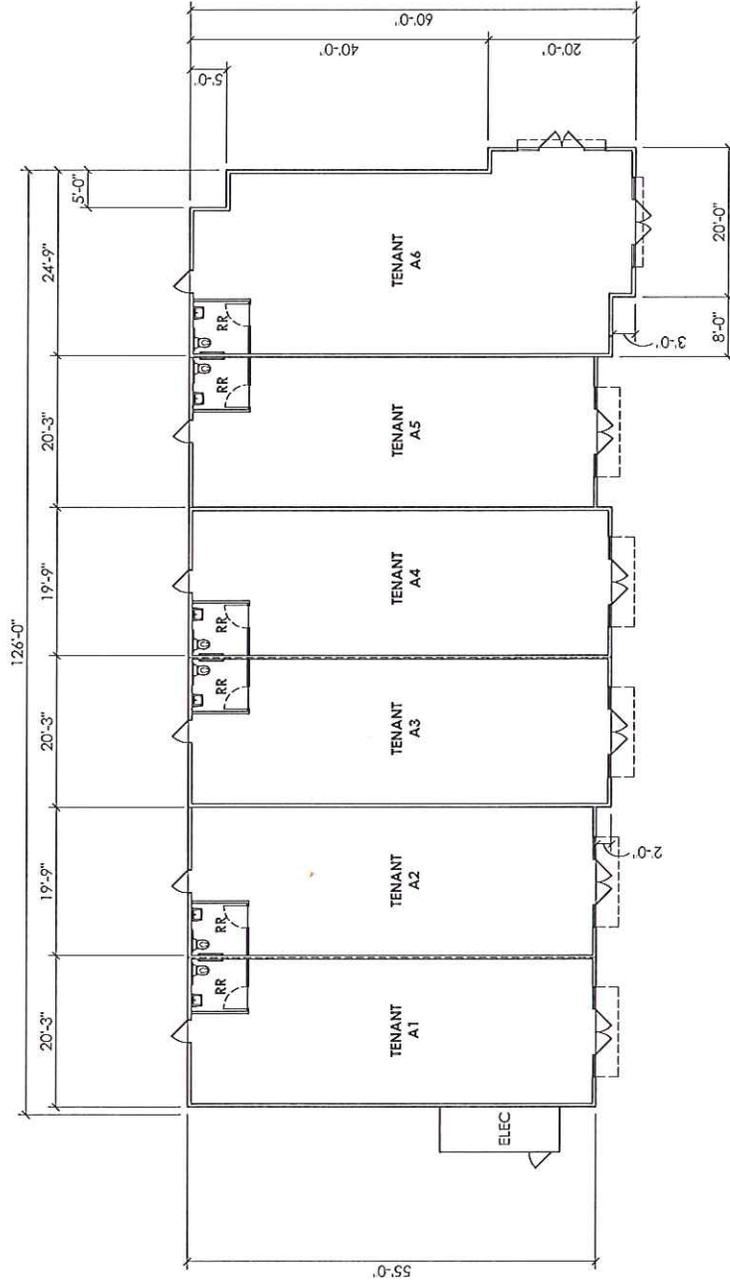
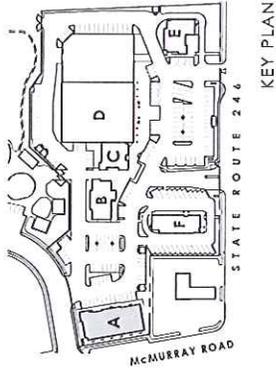
02/24/2012  
TUE 10:00P

CONCEPTUAL  
TRUCK TURNING PLAN

1:1:2  
1" = 10'-0"  
1/4" = 3'-0"  
3/8" = 4'-0"  
1/2" = 6'-0"  
2/3" = 8'-0"  
3/4" = 10'-0"  
1" = 12'-0"

A-2.1

ATTACHMENT 2



**ATTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO, CA 93401  
TEL: 805.748.1100  
WWW.ATTISSTUDIO.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

Crossroads Village Center  
Neighborhood Commercial Center  
Buellton, California

DATE: 03/13  
BY: JPH

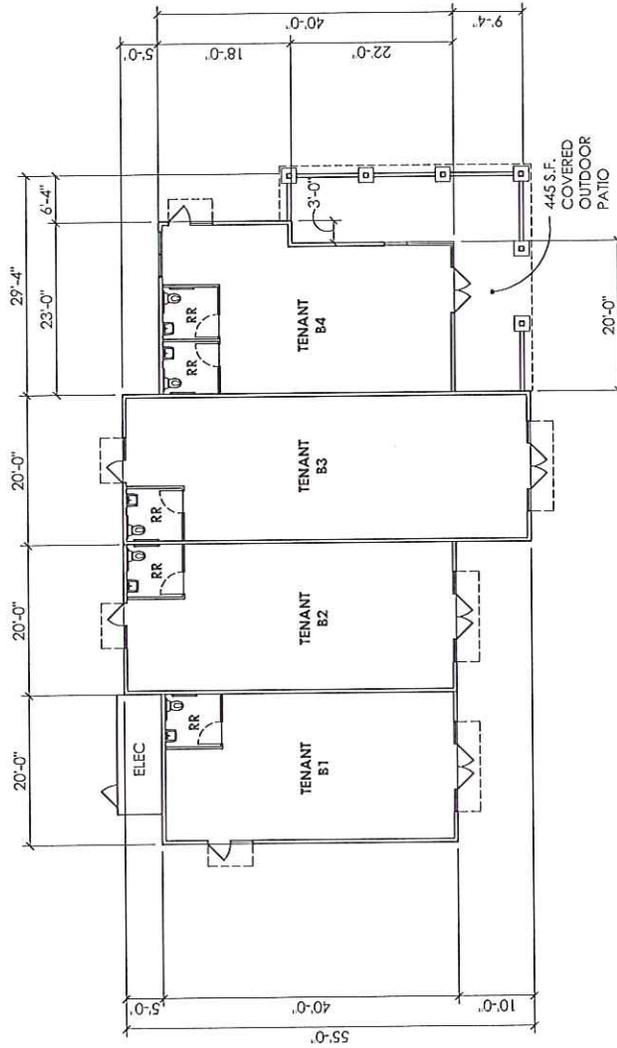
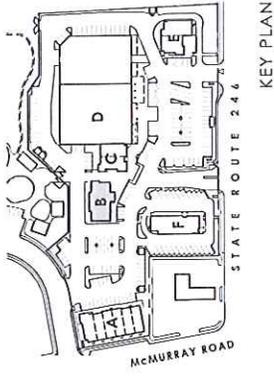
**CONCEPTUAL  
FLOOR PLAN - PAD A**

1/4" = 1'-0"  
1/8" = 1'-0"  
1/16" = 1'-0"  
PADA SHEET SCALE: 1/8" = 1'-0"

**A-3.0**

**CONCEPTUAL FLOOR PLAN**  
PAD A

ATTACHMENT 2

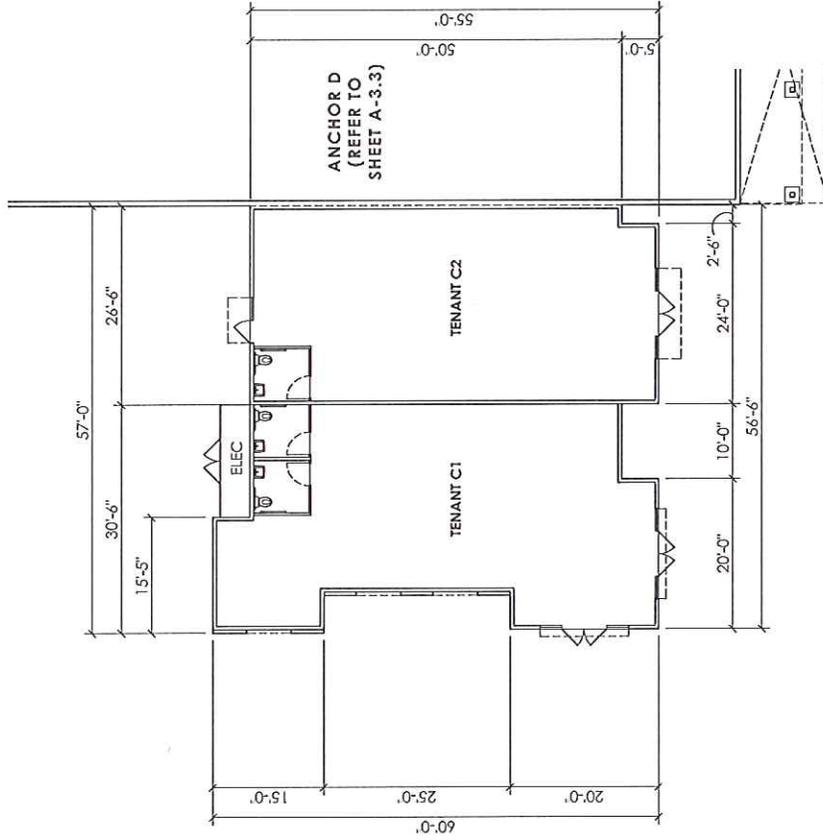
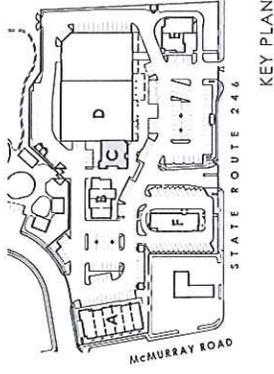


<p>ARRIS STUDIO ARCHITECTS 1000 MARSH STREET SAN LUIS OBISPO, CA 95070 TEL: 805.741.1100 WWW.ARRISSTUDIOARCHITECTS.COM</p>	<p><b>PB</b> COMPANIES, LLC 412 Marsh Street San Luis Obispo California, 93401</p>	<p>Crossroads Village Center Neighborhood Commercial Center Buellton, California</p>
		<p>CONCEPTUAL FLOOR PLAN - SHOPS B</p> <p>DATE: 02/08/2011 PROJECT NO: 100000000</p> <p>SCALE: 1/8" = 1'-0" THIS SHEET CONTAINS: 1/8" = 1'-0"</p> <p><b>A-3.1</b></p>

CONCEPTUAL FLOOR PLAN

SHOPS B

ATTACHMENT 2



CONCEPTUAL FLOOR PLAN  
SHOPS C

**ARTIS**  
STUDIO  
ARCHITECTS  
1417 MARSH STREET  
SAN LUIS OBISPO  
CALIFORNIA 93401  
TEL: 805.748.1111  
WWW.ARTISSTUDIOARCHITECTS.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

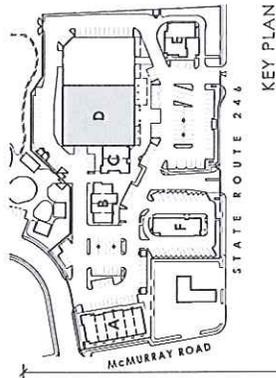
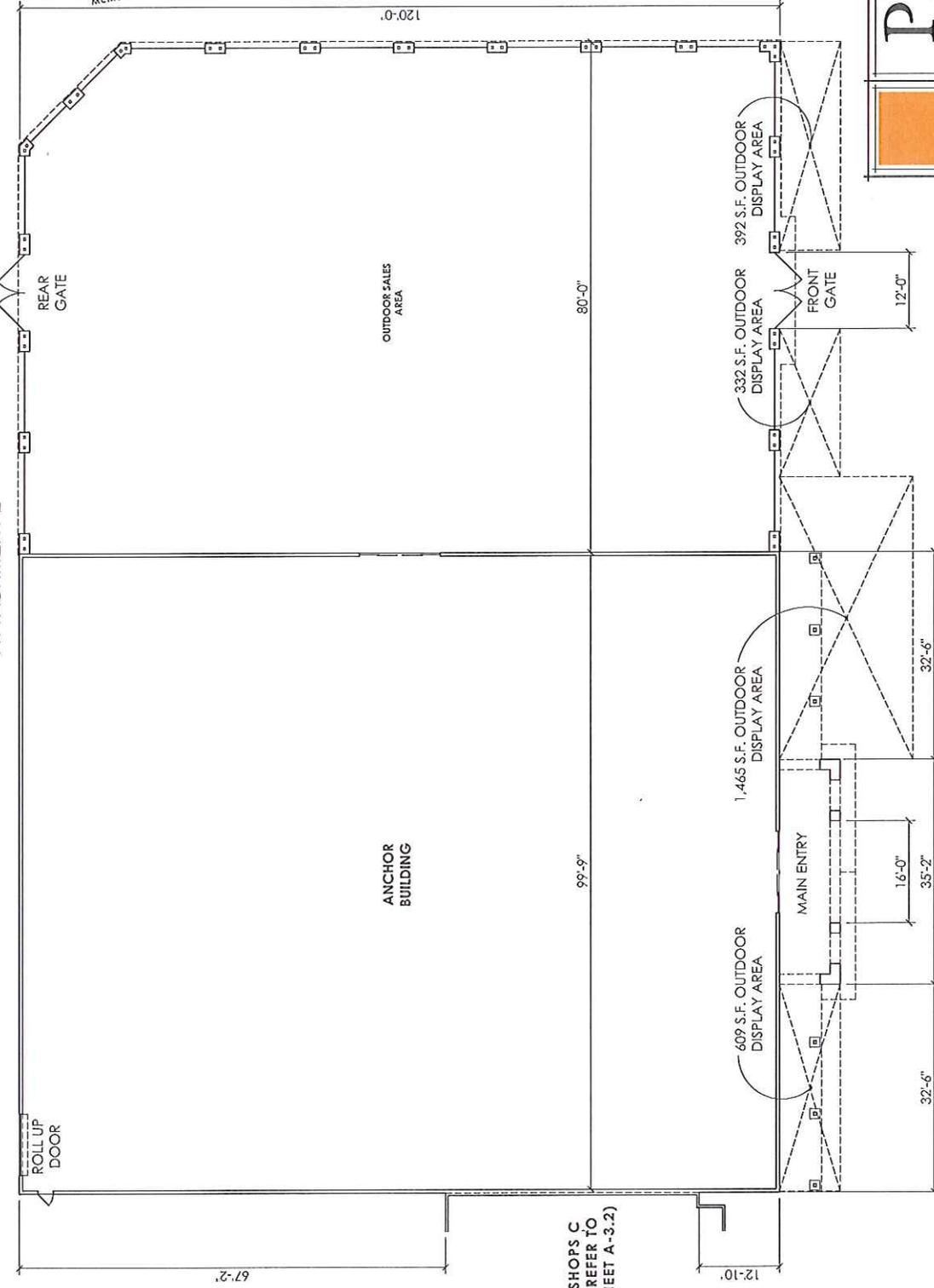
Crossroads Village Center  
Neighborhood Commercial Center  
Buellton, California

CONCEPTUAL FLOOR PLAN - SHOPS C

DATE: 02/04/2012  
PROJECT: CROSSROADS VILLAGE CENTER  
SCALE: 1/8" = 1'-0"  
SHEET: SHOPS C-1 OF 1

**A-3.2**

ATTACHMENT 2



KEY PLAN

**ARTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LEAN, CALIFORNIA 94589  
TEL: (925) 438-1100  
WWW.ARTISSTUDIOARCHITECTS.COM

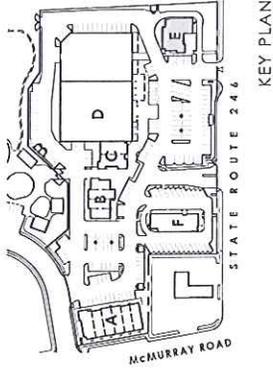
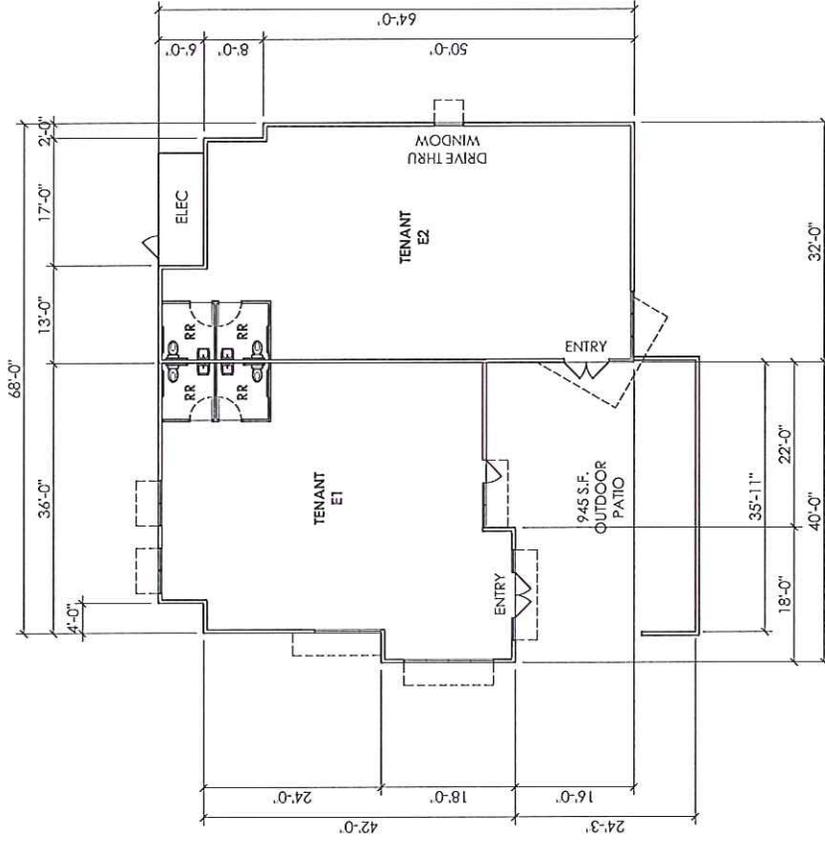
**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

DATE: 03/04/2012  
TIME: 10:00 AM  
PROJECT: CROSSROADS VILLAGE CENTER  
DRAWING: CONCEPTUAL FLOOR PLAN - ANCHOR D  
SCALE: 1/4" = 1'-0"  
SHEET SCALE: 1/8" = 1'-0"  
SHEET: A-3.3

**CONCEPTUAL FLOOR PLAN**  
ANCHOR BUILDING AND OUTDOOR SALES AREA

ATTACHMENT 2



**CONCEPTUAL FLOOR PLAN**  
PAD E

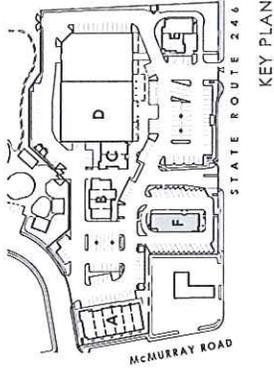
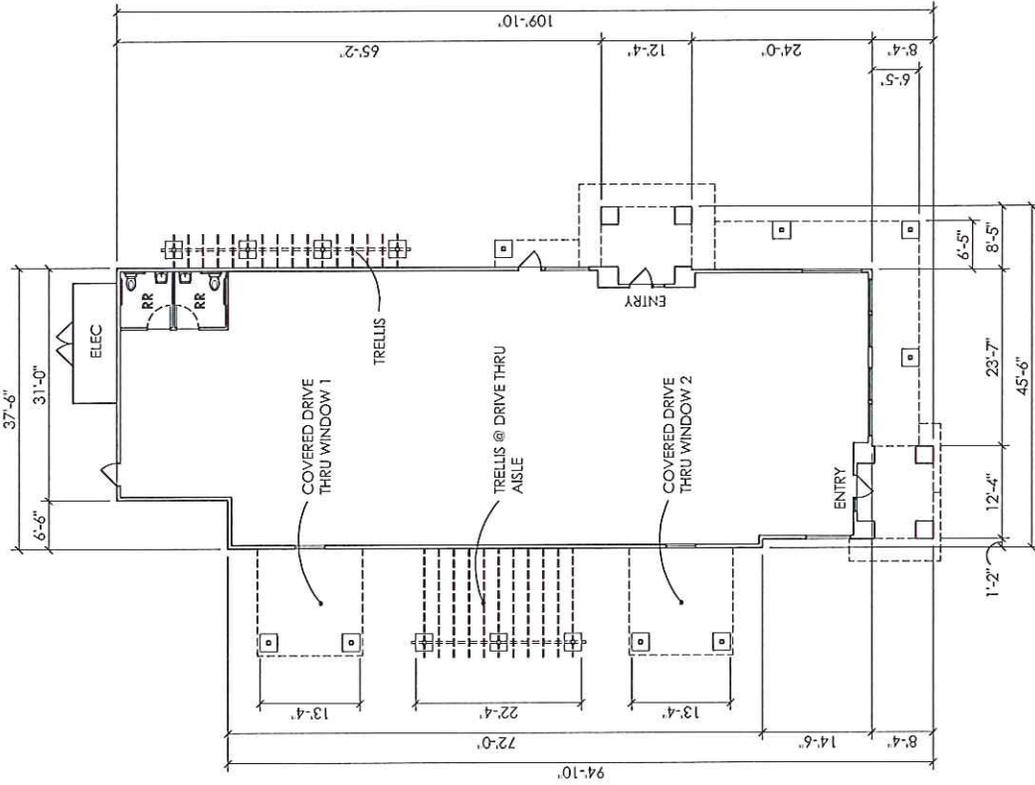
**ARTIS**  
STUDIO  
ARCHITECTS  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO, CA 95070  
TEL: 805.435.1111  
WWW.ARTISSTUDIOARCHITECTS.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

DATE: 02/24/2023  
PROJECT: THE CROSSROADS VILLAGE CENTER  
DRAWING: CONCEPTUAL FLOOR PLAN - PAD E  
SCALE: 1/8" = 1'-0" (SEE NOTES)  
SHEET: A-3.4

ATTACHMENT 2



KEY PLAN

**ARTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO, CA 95070  
TEL: 805.434.1100  
WWW.ARTISSTUDIO.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

Crossroads Village Center  
Neighborhood Commercial Center  
Buellton, California

CONCEPTUAL FLOOR PLAN - PAD F

DATE: 11/17/2011 SCALE: 1/8" = 1'-0"  
DRAWN BY: J. GARDNER

NO. 2011-0000002

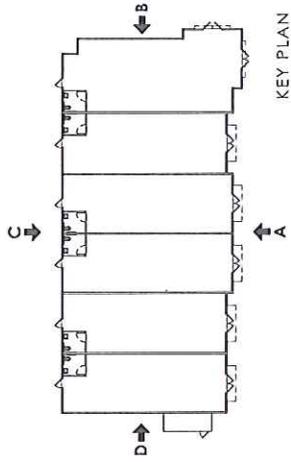
**A-3.5**

**CONCEPTUAL FLOOR PLAN**  
PAD F

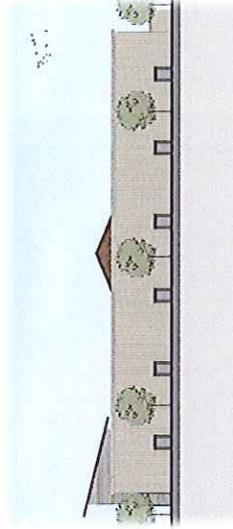
ATTACHMENT 2



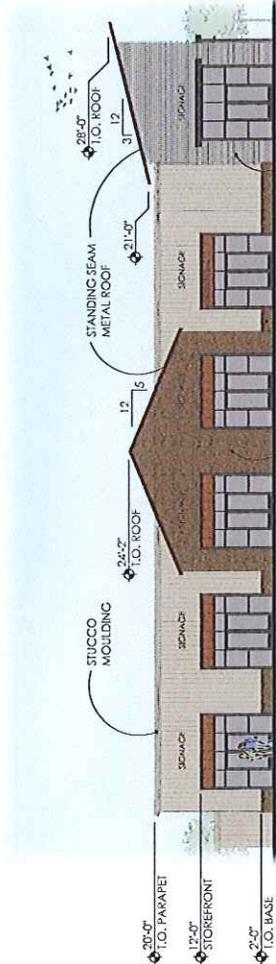
A PAD A - PERSPECTIVE



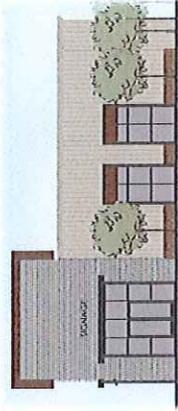
KEY PLAN



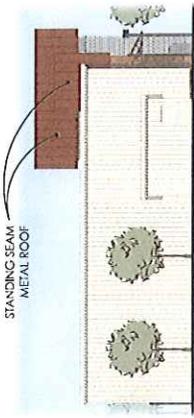
C WEST ELEVATION  
SCALE: 1" = 40'-0"



A EAST ELEVATION (FRONT)  
SCALE: 1" = 20'-0"



B SOUTH ELEVATION  
SCALE: 1" = 20'-0"



D NORTH ELEVATION  
SCALE: 1" = 20'-0"

CONCEPTUAL EXTERIOR ELEVATIONS

PAD A

**ARTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO, CA 95070  
TEL: 805.435.1234  
WWW.ARTISSTUDIOARCHITECTS.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

Crossroads Village Center  
Neighborhood Commercial Center  
Buellton, California

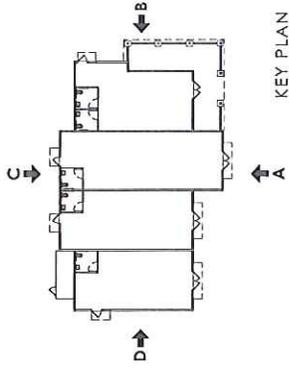
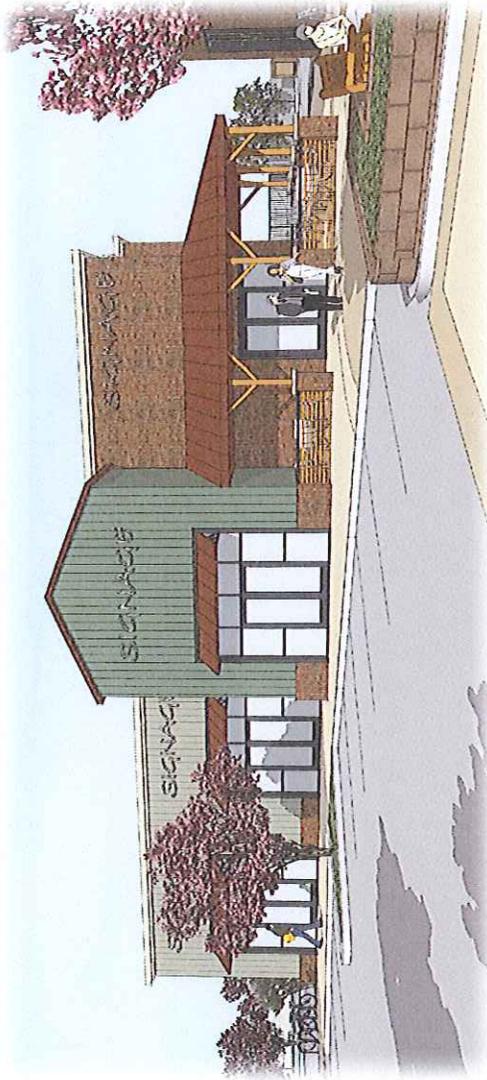
03/04/2013  
PROJECT NO. 18

CONCEPTUAL EXTERIOR  
ELEVATIONS - PAD A

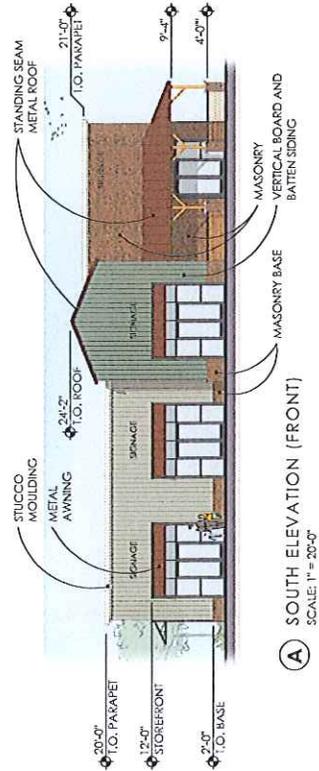
1/4" = 1'-0"  
1/8" = 1'-0"  
1/16" = 1'-0"  
3/32" = 1'-0"  
1/32" = 1'-0"  
1/64" = 1'-0"

**A-4.0**

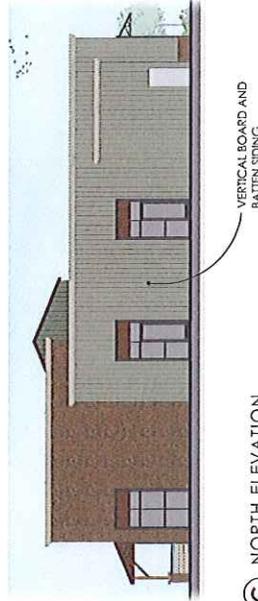
ATTACHMENT 2



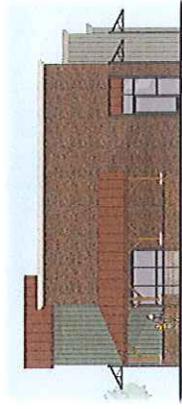
SHOPS B - PERSPECTIVE



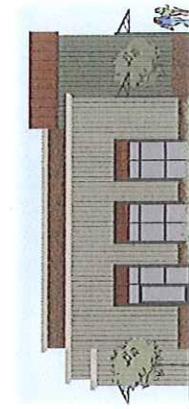
(C) NORTH ELEVATION  
SCALE: 1" = 20'-0"



(B) WEST ELEVATION  
SCALE: 1" = 20'-0"



(D) EAST ELEVATION  
SCALE: 1" = 20'-0"



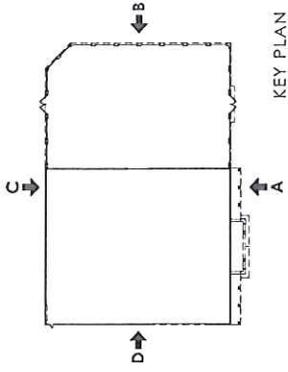
CONCEPTUAL EXTERIOR ELEVATIONS

SHOPS B

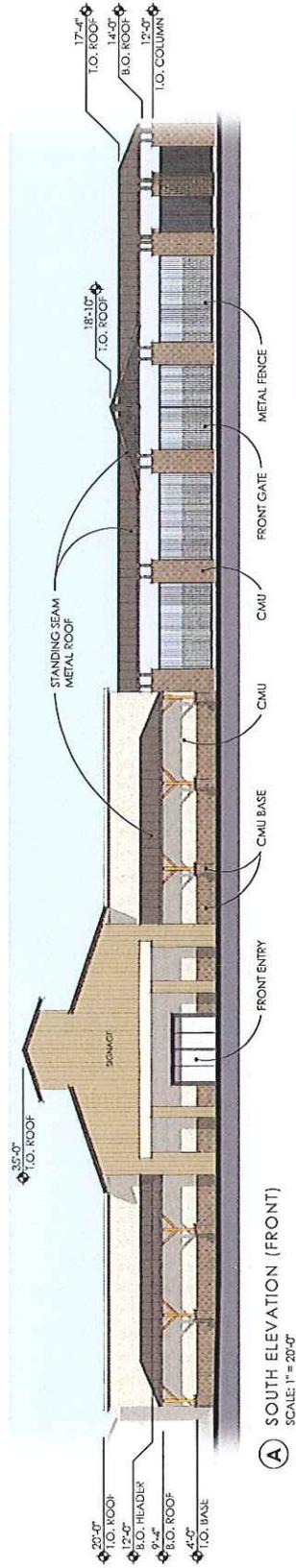
<p>ARTIS STUDIO ARCHITECTS 1000 MARSH STREET SAN LUIS OBISPO, CA 95070 TEL: 805.762.1100 WWW.ARTISSTUDIOARCHITECTS.COM</p>	<p>PB COMPANIES, LLC 412 Marsh Street San Luis Obispo California, 93401</p>	<p>Crossroads Village Center Neighborhood Commercial Center Buellton, California</p>
		<p>CONCEPTUAL EXTERIOR ELEVATIONS - SHOPS B</p> <p>DATE: 02/04/2013 PROJECT NO: 18</p> <p>1" = 10'-0" (1/4" SHEET) 1" = 20'-0" (1/2" SHEET) 1" = 10'-0" (3/4" SHEET)</p> <p>A-4.1</p>



ATTACHMENT 2



ANCHOR BUILDING D - PERSPECTIVE



(A) SOUTH ELEVATION (FRONT)  
SCALE: 1" = 20'-0"

**CONCEPTUAL EXTERIOR ELEVATIONS**  
ANCHOR BUILDING D AND OUTDOOR SALES AREA

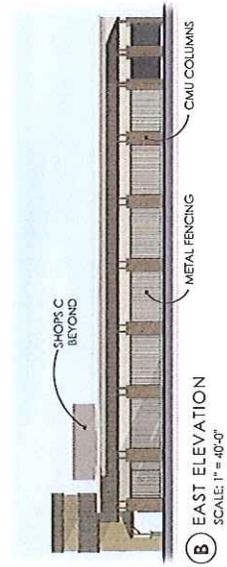
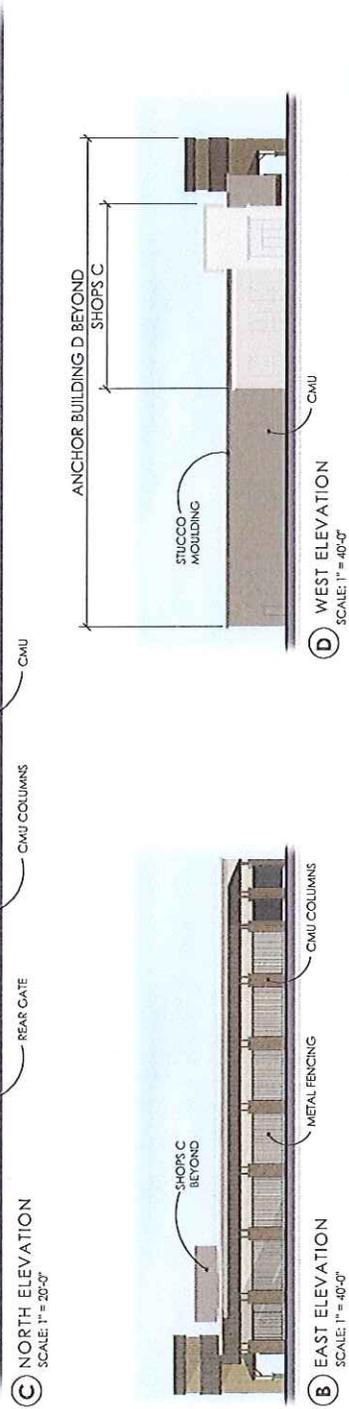
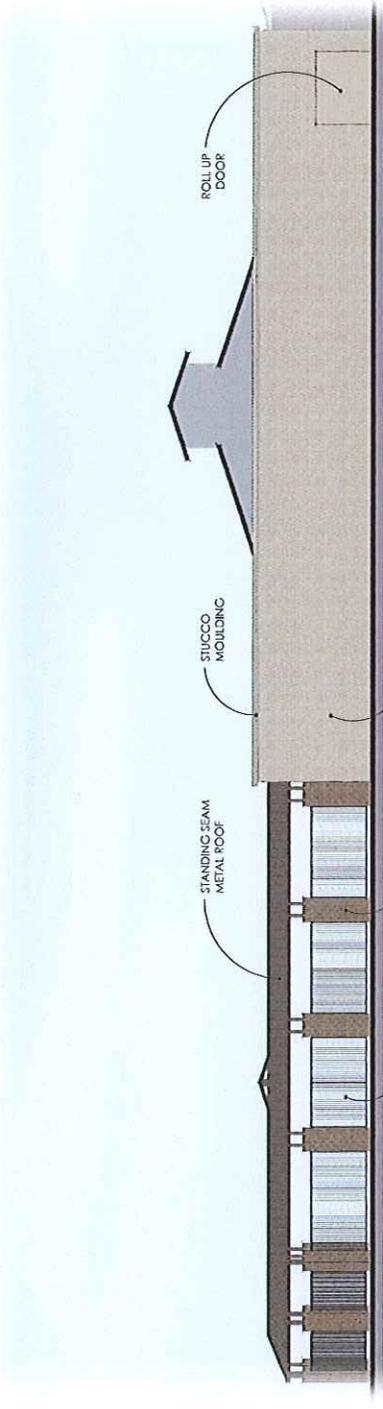
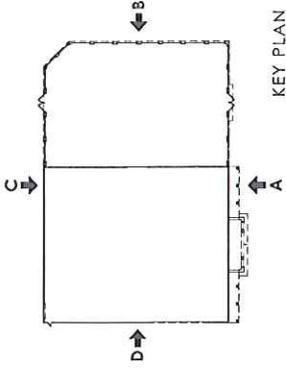
**ARTIS**  
STUDIO  
ARCHITECTS  
ARCHITECTURE AND INTERIOR DESIGN  
1400 W. 14TH STREET, SUITE 100  
SAN ANTONIO, TEXAS 78207  
TEL: 214.343.1111 FAX: 214.343.1112  
WWW.ARTISSTUDIOARCHITECTS.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

DATE: 02/04/2023  
PROJECT: THE CROSSROADS  
CONCEPTUAL EXTERIOR ELEVATIONS - ANCHOR D  
SCALE: 1/4" = 10'-0"  
SHEET SCALE: 1" = 20'-0"  
SHEET SCALE: 1" = 10'-0"  
**A-4.3**

ATTACHMENT 2



**ARTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO  
CALIFORNIA 93401  
PHONE: 805.749.1234  
WWW.ARTISSTUDIOARCHITECTS.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

DATE: 03/20/2013  
PROJECT:  EXISTING

**CONCEPTUAL EXTERIOR ELEVATIONS - ANCHOR D**

1/4" = 1'-0" (VERTICAL SCALE) 1" = 20'-0" (HORIZONTAL SCALE)  
24x36x SHRETS SCALE: 1" = 10'-0"

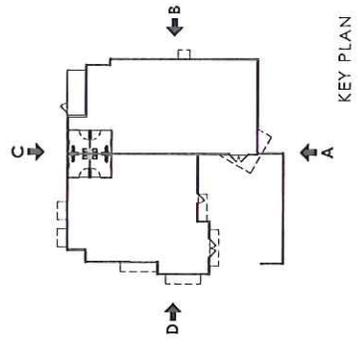
**A-4.4**

**CONCEPTUAL EXTERIOR ELEVATIONS**  
ANCHOR BUILDING D AND OUTDOOR SALES AREA

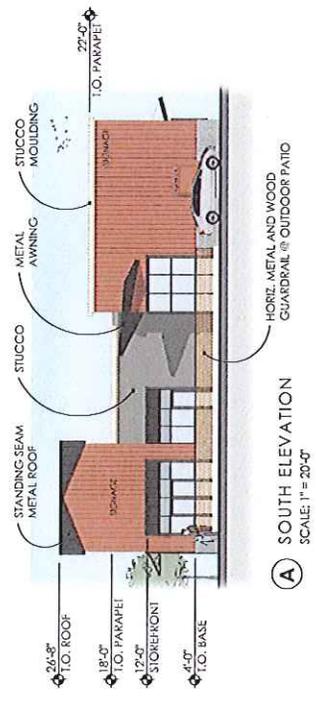
ATTACHMENT 2



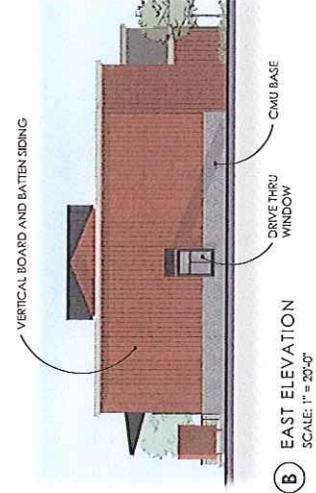
SHOPS E - PERSPECTIVE



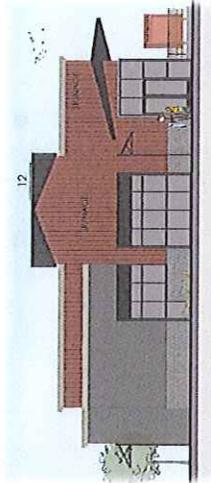
KEY PLAN



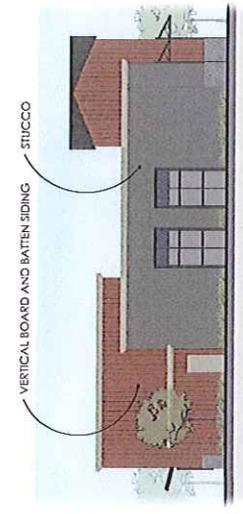
A SOUTH ELEVATION  
SCALE: 1" = 20'-0"



B EAST ELEVATION  
SCALE: 1" = 20'-0"



D WEST ELEVATION  
SCALE: 1" = 20'-0"



C NORTH ELEVATION  
SCALE: 1" = 20'-0"

**ARRIS**  
STUDIO  
ARCHITECTS  
1000 UNIVERSITY AVENUE  
SAN LEANDRO, CA 94588  
TEL: 925.438.1100  
WWW.ARRISSTUDIO.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

DATE: 02/04/2013  
THURSDAY

CONCEPTUAL EXTERIOR  
ELEVATIONS - PAD E

1" = 20'-0"  
1" = 10'-0"  
24" x 36" SHEET SCALE: 1" = 10'-0"

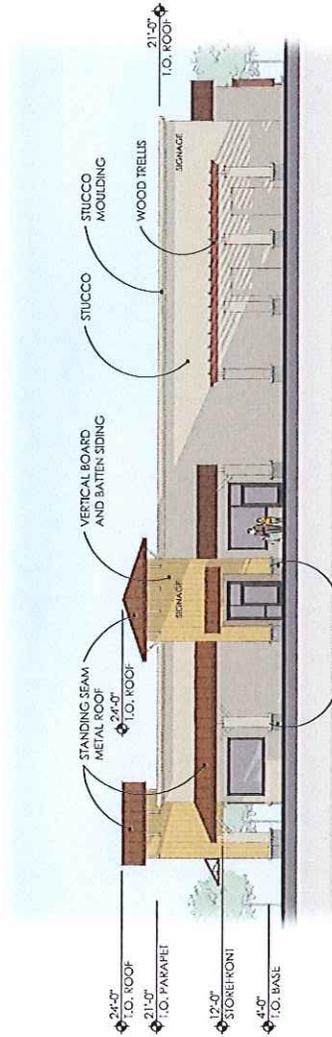
**A-4.5**

CONCEPTUAL EXTERIOR ELEVATIONS  
PAD E

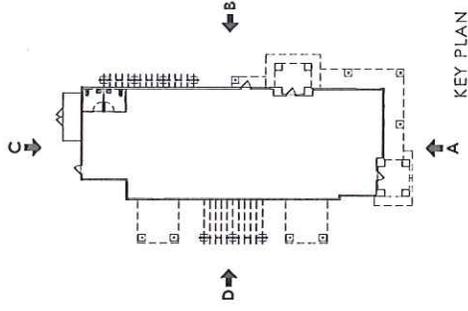
ATTACHMENT 2



PAD F - PERSPECTIVE



(B) EAST ELEVATION  
SCALE: 1" = 20'-0"



KEY PLAN



(A) SOUTH ELEVATION  
SCALE: 1" = 20'-0"



(C) NORTH ELEVATION  
SCALE: 1" = 40'-0"



(D) WEST ELEVATION (DRIVE THRU) WINDOW  
SCALE: 1" = 40'-0"

**ARRIS**  
STUDIO  
ARCHITECTS  
1000 UNIVERSITY AVENUE  
SUITE 1000  
SAN ANTONIO, TEXAS 78205  
TEL: 214.343.1111  
WWW.ARRISSTUDIO.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

CONCEPTUAL EXTERIOR  
ELEVATIONS - PAD F

DATE: 03/23/2012  
BY: [Signature]

1/4" = 1'-0"  
1/8" = 1'-0"  
1/16" = 1'-0"  
3/32" = 1'-0"  
1/32" = 1'-0"  
1/64" = 1'-0"  
1/128" = 1'-0"  
1/256" = 1'-0"  
1/512" = 1'-0"  
1/1024" = 1'-0"  
1/2048" = 1'-0"  
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1/16384" = 1'-0"  
1/32768" = 1'-0"  
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# Crossroads Village Center

## Master Sign Program

### General Notes

- All signs, structures and areas surrounding premises shall be well maintained.
- The illumination must be maintained from dusk till 10 p.m. or close of last business within the center, whichever is later
- Lighting for signs shall not create a hazardous glare for pedestrians or vehicles either in a public street or on any private premises.
- All signs shall be constructed as one of the following sign types:
  - Internally illuminated individual reverse channel letters.
  - Externally illuminated so that light is indirect and utilizes focused light fixtures that do not allow light or glare that conflicts with note #3 above.
  - Equivalent or equal signs with approval
- All signs & installation shall conform to current building and electrical codes. Each tenant shall be fully responsible for the operations of their sign contractor
- All conduits, raceways, transformers, junction boxes, openings in building surfaces, etc., shall be concealed. Exposed hardware shall be finished in a manner consistent with the quality fabrication practices. All finishes shall be pegged from the wall
- The Tenant's Sign Company shall confirm all conduit, transformer locations and service prior to fabrication
- In the event of a tenant vacancy, the tenant shall be remove all wall signs. Any tenant signs located on the shopping center identification sign shall be removed. All holes left by the sign shall be repaired and painted to match exterior building color.
- All signage shall comply with City of Buellton Sign Regulations (Municipal Code Sections 19.04.170 through 19.04.174) and any applicable conditions of approval required by the City for final project approval

### Overview

The goal of the Crossroads Village Center Sign Program is to create a set of standards that will be consistent in size from building to building, visually pleasing and balanced throughout the project. This sign program is based off of the City of Buellton Guidelines and shall be enforced by the City of Buellton.

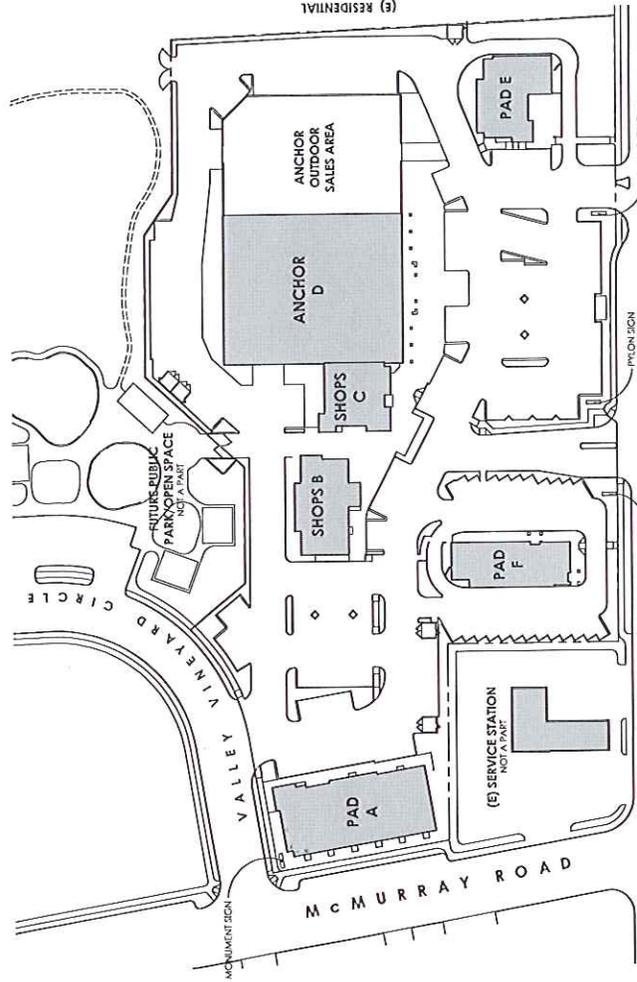
All signs meeting the requirements set forth in the sign program shall be administratively approved by the City of Buellton.

Any proposed alterations or increases to sign areas by the Tenant not covered in the shall be subject to City's design review process.

### Sign Approval Procedure

- All tenants signs shall be subject to approval, in writing, from the owner. The tenant shall submit three color copies of the preliminary sign package to the owner, at the address below, for his review at the time of preliminary sign design. The scale not less than 1/8" = 1'-0" of the proposed signs showing materials, colors, finishes and dimensions. These drawings shall indicate conformance with both the current City of Buellton sign regulations, and the sign criteria herein outlined. Send drawings to:  
 Crossroads Village Center Signs  
 c/o PB Companies  
 412 March Street  
 San Luis Obispo, CA 93401

- The tenant shall submit drawings, with written owner's approval, to the city of Buellton Planning Department for approval and permitting. The tenant shall pay for all signs, design & engineering of signs, permits, the complete installation and maintenance.
- Tenants unable to conform to the sign criteria herein outlined in this document may return to the City of Buellton Planning Commission for review and approval. The tenant will be responsible for whatever cost and fees associated with this process.



STATE ROUTE 246

## Conceptual Signage Plan

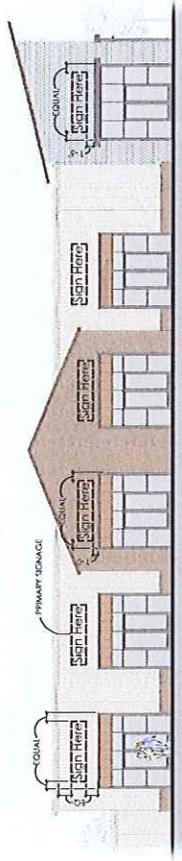
<p>ARRIS STUDIO ARCHITECTS 1000 MARSH STREET SAN LUIS OBISPO, CA 93401 PHONE: 805.762.1100 FAX: 805.762.1101</p>	<p>PB COMPANIES, LLC 412 March Street San Luis Obispo California, 93401</p>	<p>Crossroads Village Center Neighborhood Commercial Center Buellton, California</p>
		<p>CONCEPTUAL SIGNAGE PLAN 1/4" = 1'-0" 1 1/2" SHEET SCALE: 1" = 100'-0" DATE: 08/11/2011 11:59:00 AM</p>

ATTACHMENT 2

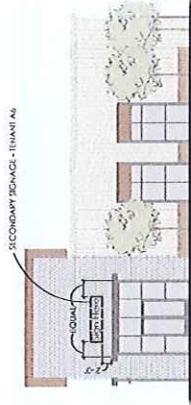
**Tenant Signage**

ALLOWABLE SIGNAGE	
Main Sign	126 s.f. of frontage
Secondary Sign	60 s.f. of frontage x 50%
Multi Tenant	15 s.f. x 6 Tenants
<b>Total Allowable Sign Area</b>	<b>246 s.f.</b>

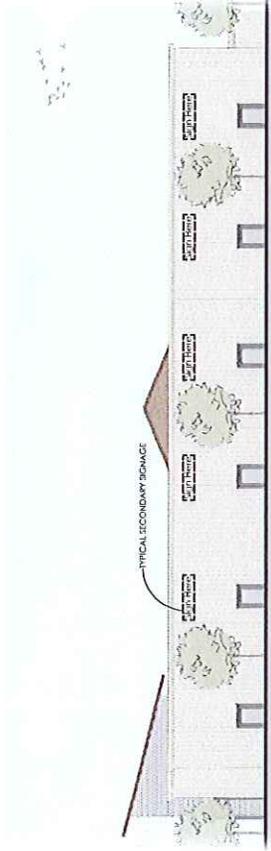
PROPOSED SIGNAGE	
Tenant A1 Sign	41 s.f.
Sign over Front Door	30 s.f.
Sign over Rear Door	11 s.f.
Tenant A2 Sign	41 s.f.
Sign over Front Door	30 s.f.
Sign over Rear Door	11 s.f.
Tenant A3 Sign	41 s.f.
Sign over Front Door	30 s.f.
Sign over Rear Door	11 s.f.
Tenant A4 Sign	41 s.f.
Sign over Front Door	30 s.f.
Sign over Rear Door	11 s.f.
Tenant A5 Sign	41 s.f.
Sign over Front Door	30 s.f.
Sign over Rear Door	11 s.f.
Tenant A6 Sign	41 s.f.
Sign over Front Door	30 s.f.
Sign facing Valley Vineyard	11 s.f.
<b>Total Proposed Sign Area</b>	<b>246 s.f.</b>



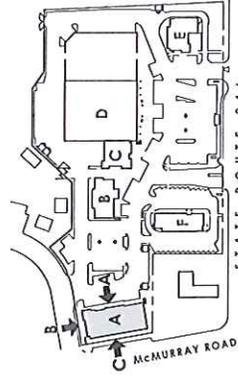
Ⓐ EAST ELEVATION (FRONT)



Ⓑ SOUTH ELEVATION (FACING VALLEY VINEYARD CIRCLE)



Ⓒ WEST ELEVATION (REAR)



KEY PLAN

**ARTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO, CA 95070  
TEL: 805.435.1100  
WWW.ARTISSTUDIOARCHITECTS.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

**SIGN EXHIBIT**  
PAD A

DATE: 02/04/2013  
BY: JGD/MLH

1/4" = 1'-0"  
1/8" = 1'-0"  
3/16" = 1'-0"  
1/2" = 1'-0"  
3/4" = 1'-0"  
1" = 1'-0"

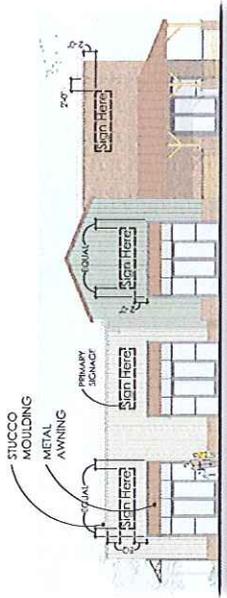
**A-5.1**

**SIGN EXHIBIT - PAD A**

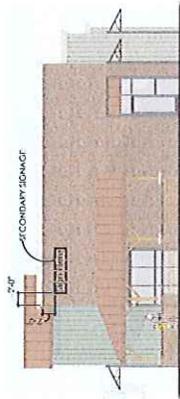
ATTACHMENT 2

**Tenant Signage**

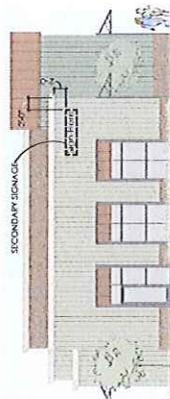
ALLOWABLE SIGNAGE	
Main Sign	89 s.f. of footage
Secondary Sign	55 s.f. of footage X 50%
Multi Tenant	15 s.f. x 4 Tenants
<b>Total Allowable Sign Area</b>	<b>176 s.f.</b>
PROPOSED SIGNAGE	
Tenant B1 Sign	50 s.f.
Primary Sign over Front Door	37 s.f.
Secondary Sign on West Elevation	13 s.f.
Tenant B2 Sign	38 s.f.
Sign over front Door	38 s.f.
Tenant B3 Sign	38 s.f.
Sign over front Door	38 s.f.
Tenant B4 Sign	50 s.f.
Primary Sign over Front Door	37 s.f.
Secondary Sign on East Elevation	13 s.f.
<b>Total Proposed Sign Area</b>	<b>176 s.f.</b>



**A** SOUTH ELEVATION (FRONT)



**B** EAST ELEVATION



**C** WEST ELEVATION



KEY PLAN

**ARTIS**  
STUDIO  
ARCHITECTS  
100 MARSH STREET  
SAN LUIS OBISPO, CA 95070  
TEL: 805.748.1111  
WWW.ARTISSTUDIOARCHITECTS.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 95401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

05/04/2013  
SIGN EXHIBIT  
SHOPS B

1/4" = 1'-0"  
1/8" = 1'-0"  
3/16" = 1'-0"  
1/2" = 1'-0"  
3/4" = 1'-0"  
1" = 1'-0"

**A-5.2**

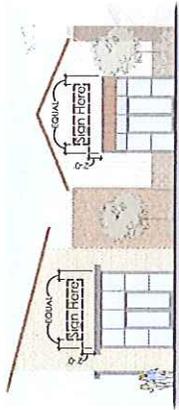
**SIGN EXHIBIT - SHOPS B**

ATTACHMENT 2

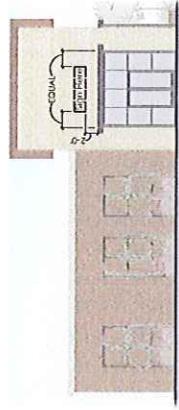
# Tenant Signage

ALLOWABLE SIGNAGE	
Main Sign	56 s.f. of frontage
Secondary Sign	60 L.F. of frontage X 20%
Multi Tenant	15 s.f. x 2 Tenants
<b>Total Allowable Sign Area</b>	<b>116 s.f.</b>

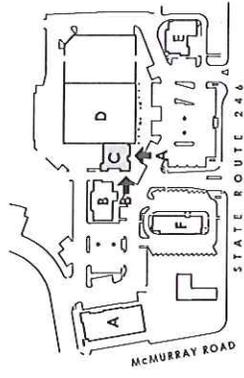
PROPOSED SIGNAGE	
Tenant C1 Sign	66 s.f.
Primary Sign over Front Door	50 s.f.
Secondary Sign on West Elevation	16 s.f.
Tenant C2 Sign	50 s.f.
Sign over Front Door	50 s.f.
<b>Total Proposed Sign Area</b>	<b>116 s.f.</b>



(A) SOUTH ELEVATION (FRONT)



(B) EAST ELEVATION



KEY PLAN

**ATTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO, CA 95069  
TEL: 805.748.1100  
WWW.ATTISSTUDIO.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

**SIGN EXHIBIT**  
SHOPS C

DATE: 11/11/2013  
DRAWN BY: J. BROWN  
CHECKED BY: J. BROWN  
SCALE: 1" = 10'-0"

**A-5.3**

**SIGN EXHIBIT - SHOPS C**

ATTACHMENT 2

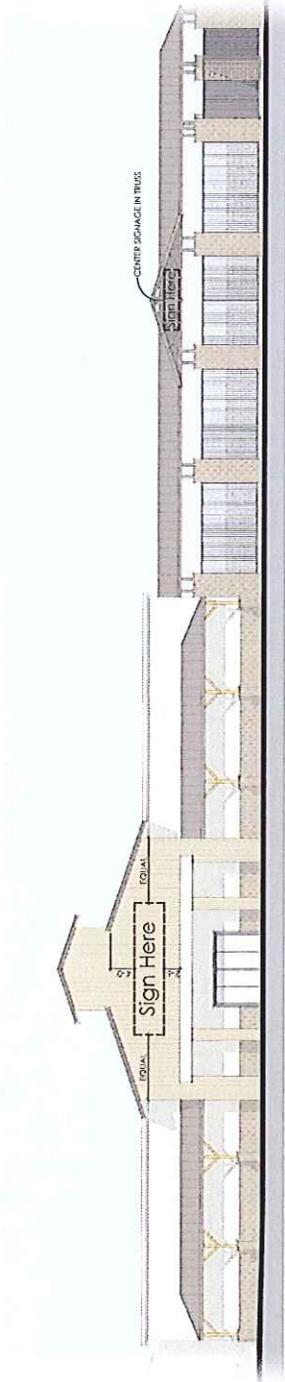
**Tenant Signage**

**ALLOWABLE SIGNAGE**

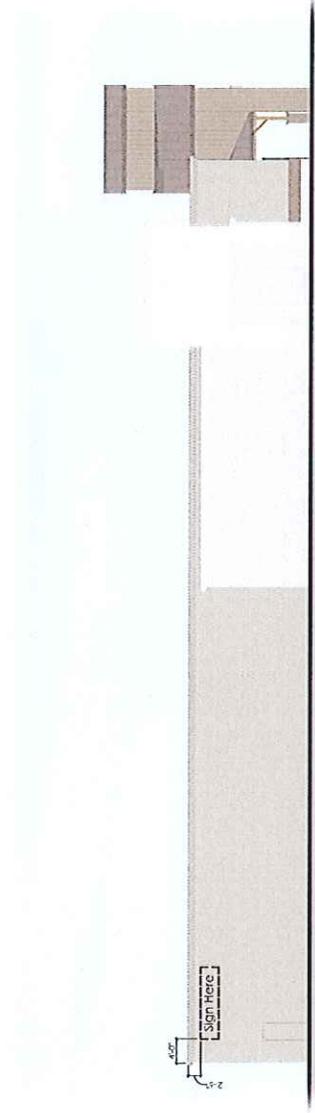
Main Sign	125 s.f.
Secondary Sign	75 s.f.
<b>Total Allowable Sign Area</b>	<b>200 s.f.</b>

**PROPOSED SIGNAGE**

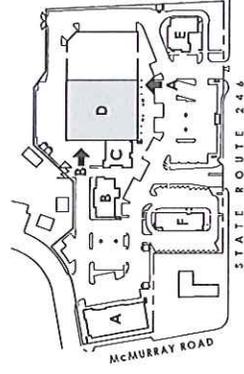
Main Frontage Sign	125 s.f.
Sign over Front Door	110 s.f.
Sign over Outdoor Seating	15 s.f.
Secondary Sign	50 s.f.
<b>Total Proposed Sign Area</b>	<b>175 s.f.</b>



**(A)** SOUTH ELEVATION (FRONT)



**(B)** WEST ELEVATION



KEY PLAN

**ATTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO, CA 95070  
TEL: 805.762.1111 FAX: 805.762.1112

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

**SIGN EXHIBIT ANCHOR D**

DATE: 11/13/2013  
PROJECT SCALE: 1" = 32'-0"  
SHEET SCALE: 1" = 10'-0"

**A-5.4**

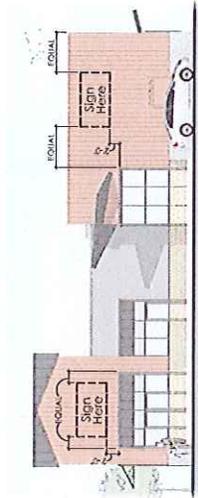
**SIGN EXHIBIT - ANCHOR D**

ATTACHMENT 2

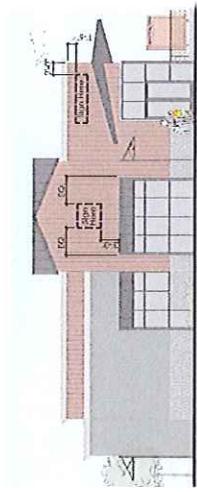
# Tenant Signage

ALLOWABLE SIGNAGE	
Main Sign	68 s.f.
Secondary Sign	32 s.f.
Multi-Tenant	30 s.f.
<b>Total Allowable Sign Area</b>	<b>130 s.f.</b>

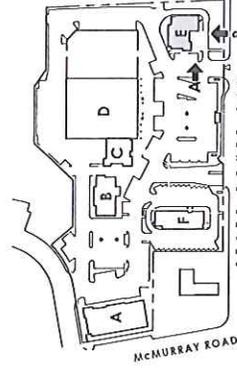
PROPOSED SIGNAGE	
Tenant E1 Sign	66 s.f.
Primary Sign over Front Door	50 s.f.
Secondary Sign on West Elevation	16 s.f.
Tenant E2 Sign	50 s.f.
Sign over Front Door	50 s.f.
Secondary Sign on South Elevation	16 s.f.
<b>Total Proposed Sign Area</b>	<b>116 s.f.</b>



(A) SOUTH ELEVATION



(B) WEST ELEVATION



KEY PLAN

**ARTIS**  
STUDIO  
ARCHITECTS  
1100 MARSH STREET  
SAN LUIS OBISPO, CA 93401  
TEL: 805.762.1100  
WWW.ARTISSTUDIOARCHITECTS.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

Crossroads Village Center  
Neighborhood Commercial Center  
Buellton, California

**SIGN EXHIBIT**  
PAGE

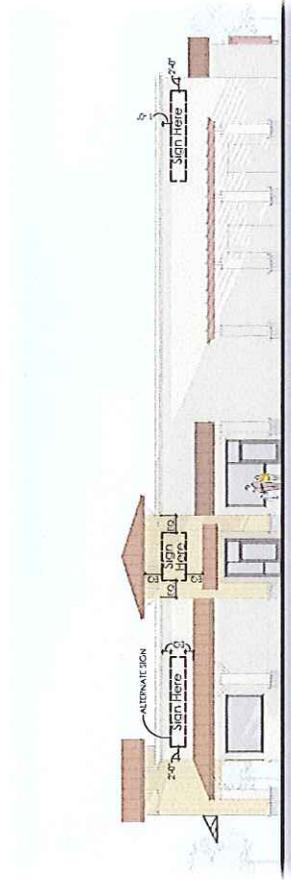
DATE: 02/13/2013  
TIME: 10:00 AM

1" = 1'-0" (VERTICAL SCALE)  
1" = 20'-0" (HORIZONTAL SCALE)  
1" = 10'-0" (DIAGONAL SCALE)

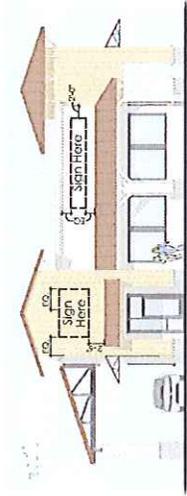
**A-5.5**

**SIGN EXHIBIT - PADE**

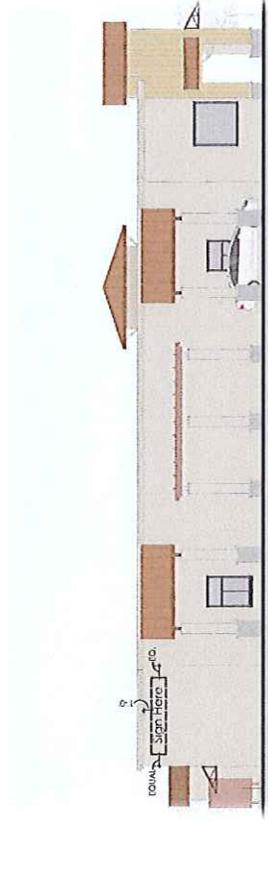
ATTACHMENT 2



(A) EAST ELEVATION



(B) SOUTH ELEVATION



(C) WEST ELEVATION

**SIGN EXHIBIT - PAD F**

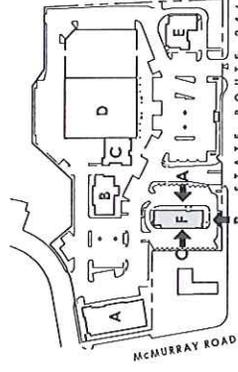
**Tenant Signage**

**ALLOWABLE SIGNAGE**

Main Sign	10%-10% L.F. of Frontage	110 s.f.
Secondary Sign	45%-6% L.F. of Frontage X 60%	23 s.f.
<b>Total Allowable Sign Area</b>		<b>133 s.f.</b>

**PROPOSED SIGNAGE**

East Elevation		50 s.f.
Primary Sign	30 s.f.	
Secondary Sign	20 s.f.	
South Elevation		50 s.f.
Primary Sign	30 s.f.	
Secondary Sign	20 s.f.	
West Elevation		20 s.f.
<b>Total Proposed Sign Area</b>		<b>120 s.f.</b>



KEY PLAN

**ATTIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO  
CALIFORNIA 93401  
PHONE: 805.748.1111  
WWW.ATTISSTUDIO.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 93401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

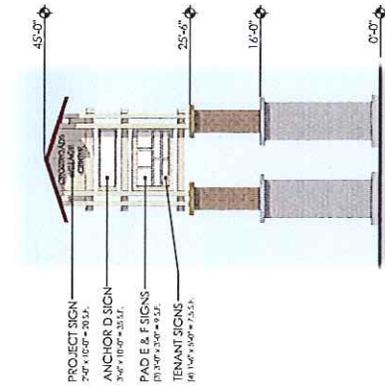
**SIGN EXHIBIT**  
PAD F

DATE: 03/23/2015  
TIME: 10:00 AM

SCALE: 1" = 20'-0"  
DATE: 03/23/2015  
SCALE: 1" = 10'-0"

**A-5.6**

ATTACHMENT 2

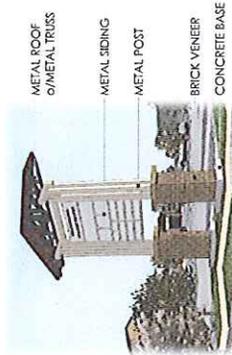


FRONT ELEVATION

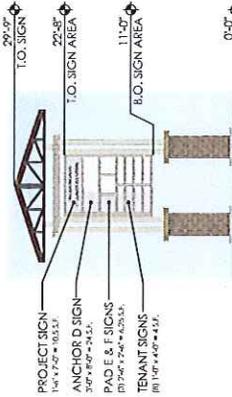
**Tenant Signage**

PROPOSED SIGNAGE	
Project Sign	20 s.f.
Anchor D Sign	35 s.f.
Pad E & F Sign	27 s.f.
Tenants	30 s.f.
<b>Total Proposed Sign Area per side</b>	<b>112 s.f.</b>

**SIGN EXHIBIT - OFF-SITE FREEWAY ORIENTED SIGN**



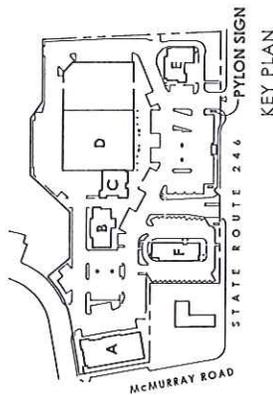
PERSPECTIVE



FRONT ELEVATION

**Tenant Signage**

PROPOSED SIGNAGE	
Project Sign	10.5 s.f.
Anchor D Sign	24 s.f.
Pad E & F Sign	18.75 s.f.
Tenants	32 s.f.
<b>Total Proposed Sign Area per side</b>	<b>85.25 s.f.</b>



KEY PLAN

**ARRIS**  
STUDIO  
ARCHITECTS  
1000 MARSH STREET  
SAN LUIS OBISPO  
CALIFORNIA 95401  
PHONE: 805.748.1111  
WWW.ARRISSTUDIO.COM

**PB**  
COMPANIES, LLC  
412 Marsh Street  
San Luis Obispo  
California, 95401

**Crossroads Village Center**  
Neighborhood Commercial Center  
Buellton, California

SIGN EXHIBIT  
PYLON SIGNS

03/04/2013  
TENT SIGN

SCALE: 1" = 10'-0"  
24" x 36" SIGN: SCALE: 1" = 10'-0"

**A-5.7**

ATTACHMENT 2

P e d e s t r i a n O r i e n t e d S i g n s

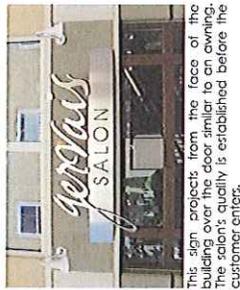
There are signs that can be used in addition to the total allowed sign area. Tenants are strongly encouraged to use Pedestrian Oriented signs to complement their main signage.

Optional Wall Signs

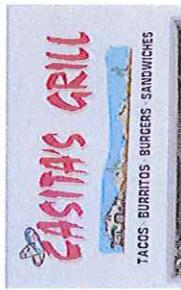
In addition to the internally illuminated individual channel letters or backlit channel letters, below are other acceptable wall signs that will complement the overall design of the center.



A straightforward shape and design is used and there is good contrast between the lettering & background making this easy to read.



This sign projects from the face of the building over the door similar to an awning. The salon's quality is established before the customer enters.

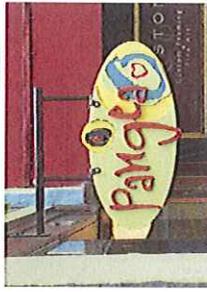


A fresh color and well painted signs works well on this simple building.



Neon lights outline the letters of the sign & contrast nicely with the corrugated metal siding background.

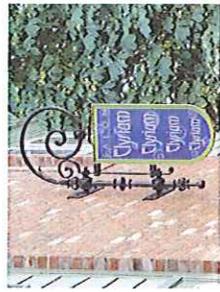
Blade Signs



The oval shape & bold color of this sign stand out and grab attention. The simple bracket does not compete with the sign itself.



Creative design, complementary color and an interesting shape all contribute to the fun look and feel of this sign.



The sign and bracket combination project a sophisticated look for the salon. A clear image is created without even seeing the store itself.

Awning Signs



Metal lettering on an open metal awning provides protection for the aluminum structure but lack contrast and can be difficult to read.



The suspended steel and glass awning provides protection for the outdoor seating and additional signage for the business.



The bold but sophisticated awning creates an image of the business. The lettering is crisp and fits with the whole look.

Window Signs



Red letters with a white border on the lower portion of the window match the clear lettering on brushed steel at the top of the window.



The orange decal creates a consistent background and sets off the lettering. The solid decal at the bottom of the window also conceals the table inside.



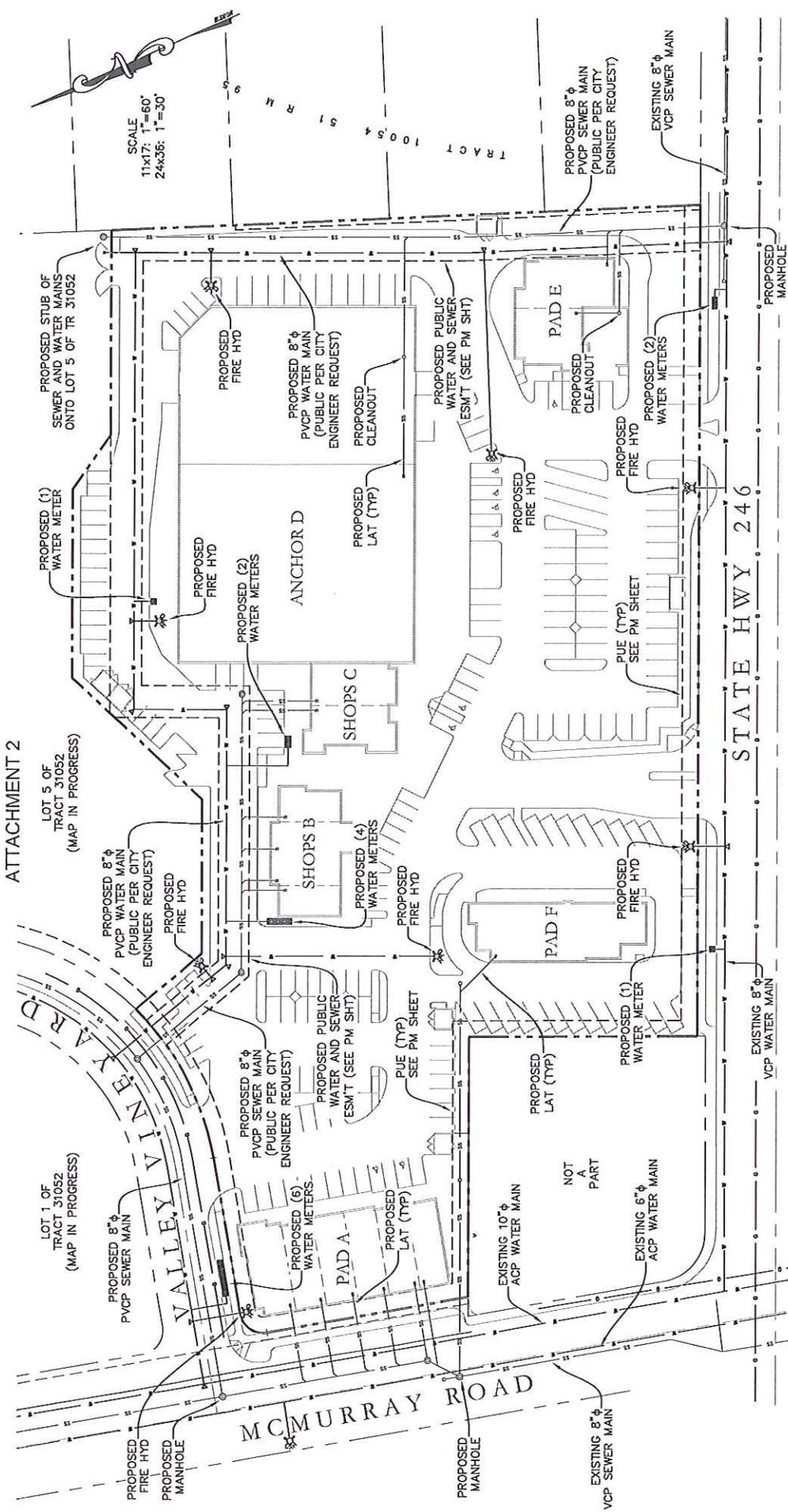
The silver lettering on these windows contrasts nicely in the upper portion where the windows appear dark but lacks contrast at the base.

	<b>Crossroads Village Center</b> Neighborhood Commercial Center Buellton, California	
	SIGN EXHIBIT OPTIONAL SIGN TYPES	03/04/2013
<b>PB</b> <b>COMPANIES, LLC</b> 412 Marsh Street San Luis Obispo California, 93401		<b>A-5.8</b>

SIGN EXHIBIT - OPTIONAL SIGN TYPES



ATTACHMENT 2



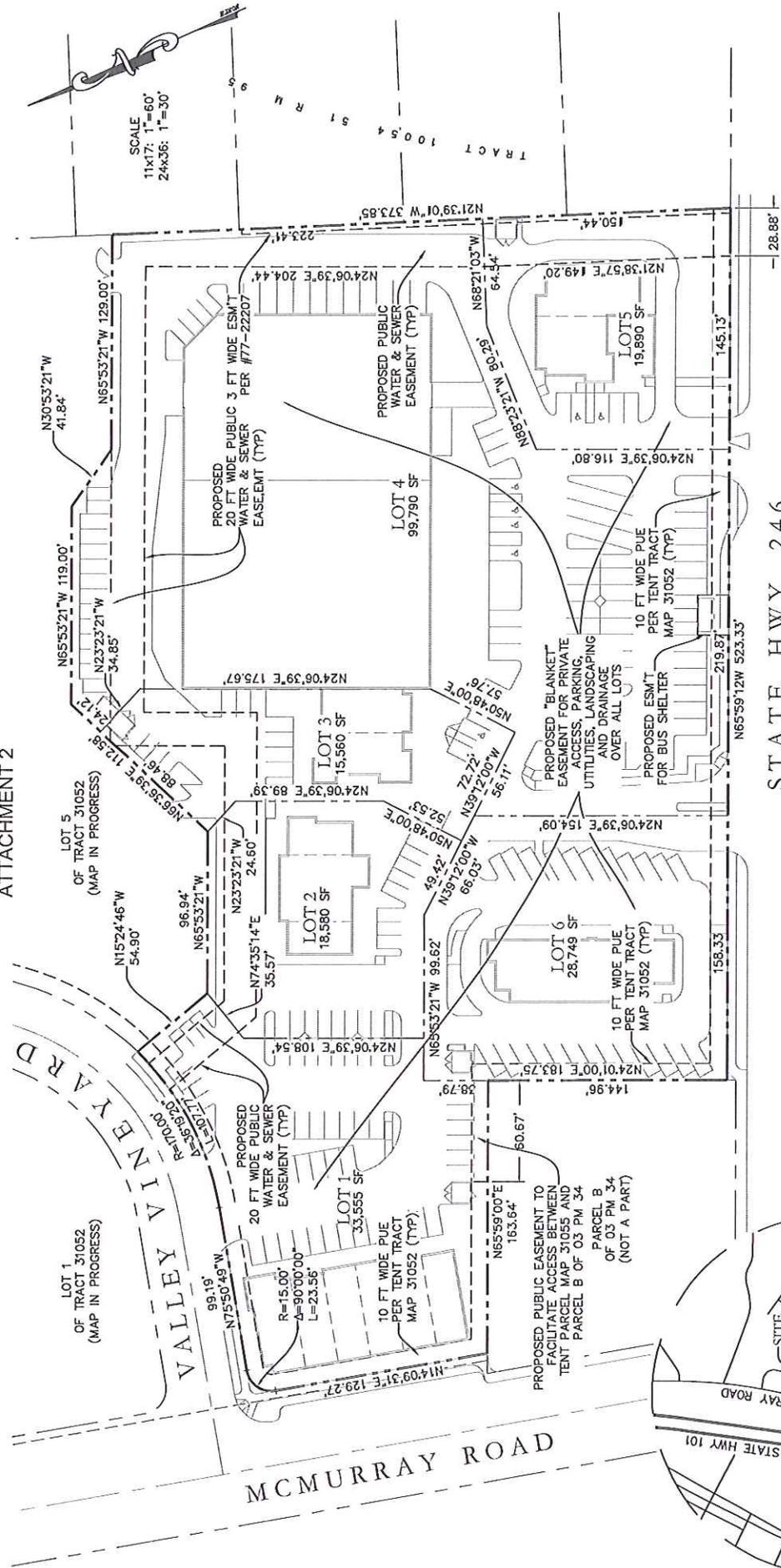
**UTILITY EASEMENT NOTE:**  
 The project proposes a "Blanket Easement" over the site for private utilities that extend beyond proposed the public easement for sewer and water.

**FIRE HYDRANT NOTE:**  
 Eight fire hydrants are proposed within the project area consistent with the recommendations of the Santa Barbara County Fire Department letter dated 04-November 2011.

<p>GRANITE RIDGE ENGINEERING GROUP, INC.          100 SOUTH HIGHLAND AVENUE, SUITE 100          SANTA BARBARA, CALIFORNIA 93101          (805) 964-1111</p>	<p>ARTIS STUDIO ARCHITECTS          100 SOUTH HIGHLAND AVENUE, SUITE 100          SANTA BARBARA, CALIFORNIA 93101          (805) 964-1111</p>	<p>PB COMPANIES, LLC          412 Marsh Street          San Luis Obispo California, 93401</p>	<p>Crossroads Village Center          Neighborhood Commercial Center          Buellton, California</p>
			<p>SEWER AND WATER          UTILITY PLAN</p>



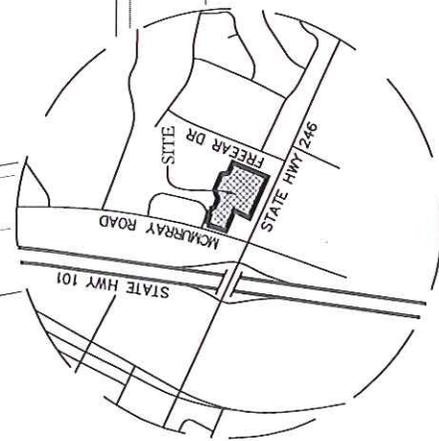
ATTACHMENT 2



STATE HWY 246

PROPERTY DATA

1. Parcel size: 4.95 ac (Lot 3 of Tract 31052).
2. Assessor's Parcel Number: 137-090-045.
3. Zoning Classification: General Commercial-Specific Plan.
4. Land Use Category: General Commercial.
5. Water: City of Buellton.
6. Sewer: City of Buellton.
7. Electricity: Pacific Gas and Electric.
8. Telephone: Pac Bell.
9. CATV: Charter.
10. Flood Hazard: None



**GRANITE RIDGE ENGINEERING GROUP, INC.**  
 1111 19th Street  
 Buellton, CA 93426  
 (805) 438-1111

**ARTIS STUDIO ARCHITECTS**  
 1111 19th Street  
 Buellton, CA 93426  
 (805) 438-1111

**PB COMPANIES, LLC**  
 412 Marsh Street  
 San Luis Obispo  
 California, 93401

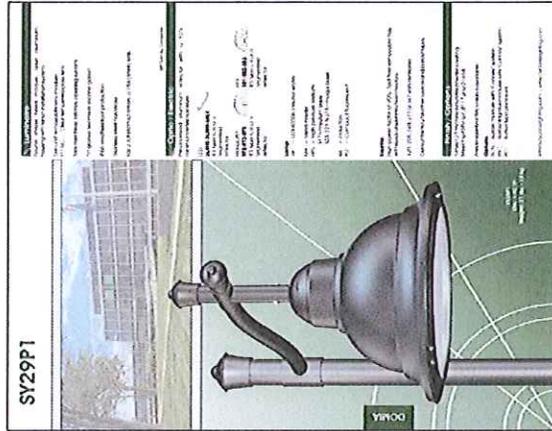
**Crossroads Village Center**  
 Neighborhood Commercial Center  
 Buellton, California  
 03/06/2013  
 VESTING TENTATIVE  
 PARCEL MAP NO. 31055  
 For a Map of the City of Buellton  
 31055 (in progress), City of Buellton  
 County of Santa Barbara, State of California.



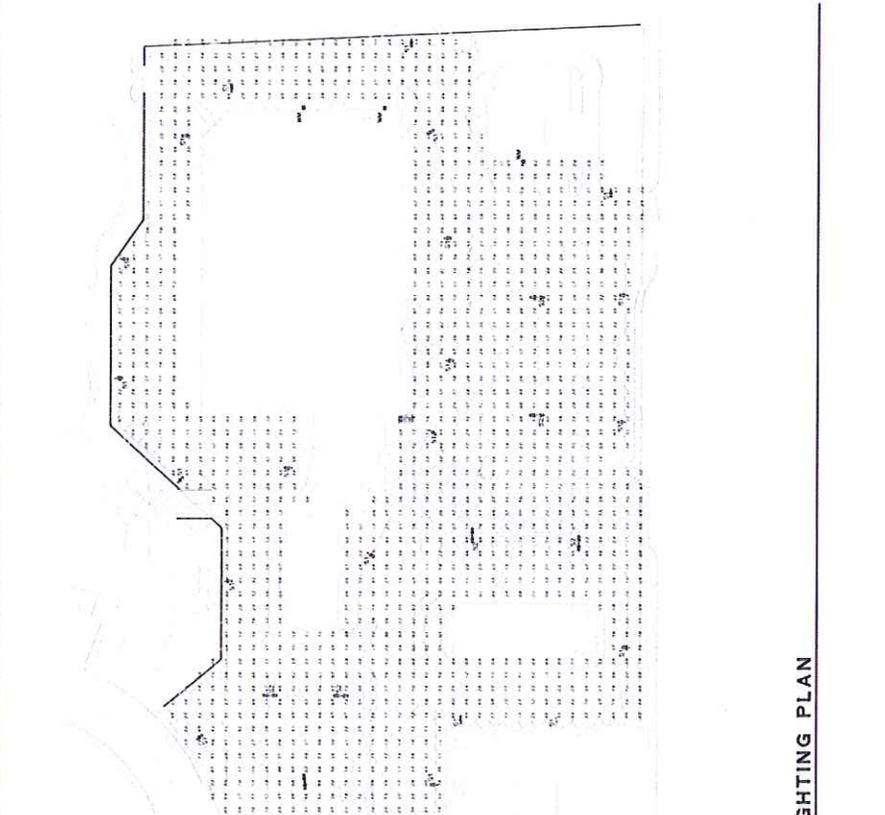
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
SITE LIGHTING	+	2.216	7.31E	0.116	72.01	22.01	0.31

### ATTACHMENT 2

Luminaire Locations		Location		Orientation		Type	
No.	Label	X	Y	Z	MH	Orientation	Type
1	S1	528.66	482.96	20.00	20.00	0.00	0.00
2	S1	1023.64	452.99	20.00	20.00	0.00	0.00
3	S1	1102.10	472.49	20.00	20.00	208.90	0.00
4	S1	1144.00	613.00	20.00	20.00	155.22	0.00
5	S1	975.00	598.00	20.00	20.00	180.00	0.00
6	S1	1026.00	600.00	20.00	20.00	180.00	0.00
7	S1	823.00	590.00	20.00	20.00	210.00	0.00
8	S1	790.00	590.00	20.00	20.00	210.00	0.00
9	S1	662.70	703.15	20.00	20.00	83.71	0.00
10	S1	823.00	600.00	20.00	20.00	210.00	0.00
11	S1	792.00	490.00	20.00	20.00	0.00	0.00
12	S1	790.00	518.00	20.00	20.00	90.00	0.00
13	S1	790.00	656.00	20.00	20.00	90.00	0.00
14	S1	1175.00	790.00	20.00	20.00	90.00	0.00
15	S1	1142.25	791.38	20.00	20.00	0.00	0.00
16	S1	1026.00	790.00	20.00	20.00	150.00	0.00
17	S1	823.00	790.00	20.00	20.00	150.00	0.00
18	S1	860.64	798.44	20.00	20.00	133.52	0.00
19	S1	869.40	712.48	20.00	20.00	0.00	0.00
20	S1	811.25	762.25	20.00	20.00	179.20	0.00
21	S1	680.50	650.50	20.00	20.00	0.00	0.00
22	S1	698.22	763.78	20.00	20.00	144.95	0.00
23	S1	562.42	771.54	20.00	20.00	78.35	0.00
24	S1	603.00	650.14	20.00	20.00	78.35	0.00
25	S1	523.78	650.14	20.00	20.00	208.90	0.00
26	S1	523.78	650.14	20.00	20.00	208.90	0.00
27	S1	523.78	650.14	20.00	20.00	208.90	0.00
28	S1	523.78	650.14	20.00	20.00	208.90	0.00
29	S1	523.78	650.14	20.00	20.00	208.90	0.00
30	S1	523.78	650.14	20.00	20.00	208.90	0.00
31	S2	846.12	677.62	20.00	20.00	98.41	0.00
32	S2	604.53	520.68	20.00	20.00	6.94	0.00
33	S2	1020.03	629.91	20.00	20.00	0.00	0.00
34	S2	729.45	670.96	20.00	20.00	0.37	0.00
35	VM4	1162.70	646.00	12.00	12.00	91.48	0.00
36	VM4	1183.15	706.09	12.00	12.00	69.23	0.00
37	VM4	1122.95	541.09	12.00	12.00	49.52	0.00



Symbol	Label	Quantity	Manufacturer	Model Number	Description	Height	Number of Lamps	Power	Lamp Type	Lamp Life (hrs)	Wattage
⊙	S1	23	GE Lighting	GAU-111800-04	Non-Recycled Aluminum Luminaire	20' HGT	1	100W	GE 111800-04	111,175	111.175
⊙	S2	7	GE Lighting	GAU-111800-04	Non-Recycled Aluminum Luminaire	20' HGT	1	100W	GE 111800-04	111,175	111.175
□	VM4	3	GE Lighting	PT100-3-2000-04	Non-Recycled Aluminum Luminaire	12' HGT	1	100W	GE 100-3-2000-04	111,175	111.175



**PROPOSED SITE LIGHTING PLAN**

**BUELLTON CROSS ROADS CENTER**

**PROPOSED SITE LIGHTING PLAN**

**JOB TITLE: BUELLTON CROSS ROADS CENTER**

**SHEET TITLE: PROPOSED SITE LIGHTING PLAN**

**SCALE: AS NOTED 2023**

**SHEET: E-1**

**DATE: 01/11/23**

**BY: [Signature]**

**THOMAS ENGINEERING**

3552 EMPEROR ST., SUITE C  
 SAN LUIS OBISPO, CA 95401  
 PHONE: (805) 543-1850  
 FAX: (805) 543-1829  
 cee@thomasec.com

*City of Buellton*

# Crossroads Village Center Project

## Drive-Through Air Quality Assessment

December 2012



## ATTACHMENT 3



**Rincon Consultants, Inc.**

1530 Monterey Street, Suite D  
San Luis Obispo, California 93401

805 547 0900

FAX 547 0901

info@rinconconsultants.com

www.rinconconsultants.com

December 21, 2012

Job No. 12-00649

Marc Bierdzinski, AICP, Planning Director  
City of Buellton Planning Department  
331-B Park Street  
Buellton, California 93427

### DRIVE-THROUGH AIR QUALITY ASSESSMENT

Crossroads Village Center Project

Buellton, California

Dear Mr. Bierdzinski:

Rincon Consultants, Inc. is pleased to submit the attached Drive-Through Air Quality Assessment for the proposed Crossroads Village Center Project in Buellton, California. Emissions of ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> were calculated for the Proposed Project and a No Drive-Through Alternative. The calculations show that emissions of ROG, NO<sub>x</sub>, and CO would be less when drive-through lanes are included in the proposed facilities, and emissions of PM<sub>10</sub> would be substantially similar for the fast food restaurant with and without drive-throughs. Overall, the Proposed Project with drive-through lanes would have no greater adverse impact upon air quality than a similar facility without drive-through lanes, despite the minor increase in PM<sub>10</sub> emissions. As such, the proposed drive-through facilities would not conflict with Buellton Municipal Code § 19.06.070.



If you have any questions regarding this study or if we can provide you with other consulting services, please feel free to contact us.

Sincerely,  
RINCON CONSULTANTS, INC.

Handwritten signature of Chris Bersbach in black ink.

Chris Bersbach, MESM  
Environmental Planner

Handwritten signature of Richard Daulton in black ink.

Richard Daulton, MURP  
Principal

**Crossroads Village Center Project**  
**Drive-Through Air Quality Assessment**

*Prepared for:*

**City of Buellton**  
107 West Highway 246  
Buellton, California 93427

*Prepared with the assistance of:*

**Rincon Consultants, Inc.**  
1530 Monterey Street, Suite D  
San Luis Obispo, California 93401

*December 2012*

---

## ATTACHMENT 3

*This report is printed on 50% recycled paper.*

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# Crossroads Village Center Project Drive-Through Air Quality Assessment

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## CROSSROADS VILLAGE CENTER PROJECT BUELLTON, SANTA BARBARA COUNTY DRIVE-THROUGH AIR QUALITY ASSESSMENT

Buellton Municipal Code § 19.06.070 requires that a conditional use permit for a drive-through facility be granted “only if the drive-through facility is found to have no greater adverse impact upon air quality than the same use without the drive-through facility.” In accordance with this requirement, the following analysis has been prepared to compare air quality impacts of two proposed drive-through businesses (including a fast food establishment and a coffee shop), to the same businesses without drive-through facilities. The intent is to determine if the proposed drive-through establishments would have a greater or lesser air quality impact than a no drive-through alternative.

### PROJECT DESCRIPTION

Proposed Project. The Proposed Project includes a 3,900 square foot fast food establishment with drive-through service window and a 3,600 square foot coffee shop with drive-through service window. The project site is located within the Crossroads Village Center Project, on the north side of State Route (SR) 246 east of McMurray Road in the City of Buellton. The Crossroads Village Center site is currently vacant, and the two drive-through establishments would be among the new commercial uses developed on the site.

Access to the proposed establishments within the Crossroads Village Center site would be via two new driveways located on the north side of SR 246, one of which would permit only right turn ingress/egress. The drive-through lane at the proposed fast food restaurant would be approximately 150 feet in length with a designated stacking area for up to eleven vehicles. The drive-through lane at the proposed coffee shop would be approximately 120 feet in length with a designated stacking area for approximately nine vehicles.

No Drive-Through Alternative. The No Drive-Through Alternative would include similar uses in the same location as the Proposed Project, but without drive-through service windows at either establishment. Access would similarly be provided via two new driveways located on the north side of SR 246, one of which would permit only right turn ingress/egress.

### METHODOLOGY AND EMISSIONS CALCULATIONS

Emissions from the Proposed Project and the No Drive-Through Alternative would occur from customer vehicle use. The amount of emissions would depend on whether a customer decides to use the drive-through, dine in, or take out their order. Emissions from the vehicles of customers who utilize the drive-through lane are “stabilized running” emissions, which occur as the customer idles or slowly moves the vehicle through the drive-through lane. Stabilized running emissions in the drive-through lane occur after the engine is warmed up and the emissions control systems in the vehicle have reached full operating temperature.

Customers who dine-in or take-out their orders park and enter the facility to place their order. During the time the customer is in the facility, fuel exposed to the hot engine (in the carburetor



## ATTACHMENT 3

float bowls or in the fuel injectors) evaporates and escapes to the atmosphere. These emissions are referred to as “hot soak” emissions. Upon returning to their vehicle, “start-up” emissions occur due to the fact that the vehicle’s engine and catalytic converter cool from normal operating temperatures when the engine is shut off (i.e., parked). Once an engine is re-started, it takes several minutes for the catalyst to reach light-off temperature (the temperature at which the CO conversion efficiency reaches to 50%) and for all emission control system components to attain optimum operation. This period of time is referred to as “warm-up.” The length of the warm-up period varies depending upon several factors, including:

- How long the engine was turned off, and, consequently, the temperature of the emission control system at start-up;
- The size and configuration of the vehicle engine;
- The type, chemical composition, and location of the catalyst;
- The possible presence, and timing, of air injection into the catalyst; and
- Ambient temperature.

Stabilized running, hot soak and start-up are the three primary types of emissions associated with restaurant customers’ vehicles. Other emissions known as “diurnal” (due to venting from the gasoline tank) and “resting loss” (due to fugitive vapor losses) also occur. However, given the comparatively short visit times (i.e., less than one hour) these emissions are considered inconsequential and the difference between the walk-in customer vehicle emissions and drive-through vehicle emissions from these sources would be negligible.

Emission factors used to calculate stabilized running, hot soak and start-up emissions were obtained from the California Air Resources Board’s (CARB) Emission FACtors computer model (EMFAC2011). EMFAC2011 produces emissions factors for each mode of engine operation specific to various vehicle classes and emissions control technologies for a range of vehicle speeds, soak times, variable start times, and ambient temperatures. The assumptions used to determine stabilized running time, hot soak time and variable start time associated with the Proposed Project and the No Drive-Through Alternative are discussed below.

### Assumptions: Proposed Project.

- *The Proposed Project would generate a total of 4,882 trips per day (1,935 trips/day at the fast food restaurant and 2,947 trips/day at the coffee shop), with a total of 539 trips during the AM peak hour (177 peak hour trips at the fast food restaurant and 362 peak hour trips at the coffee shop) and 281 trips during the PM peak hour (127 peak hour trips at the fast food restaurant and 154 peak hour trips at the coffee shop). These estimates are based on trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 9<sup>th</sup> Edition (ITE code 934, “fast food w/ drive through window” and 937, “coffee/donut shop w/ drive through window”).*
- *Of the vehicle trips generated by the project, approximately 60% would use the drive-throughs. This assumption is based on the average drive-through rate for the nearby McMurray Road McDonalds, provided by the McDonalds Corporation. When combined with the trip generation, this assumption results in 1,161 drive-through trips per day at the fast food restaurant and 1,768 drive-through trips per day at the coffee shop, with 323 drive-through trips during the AM peak hour (106 drive-through peak hour trips at the fast*



## ATTACHMENT 3

food restaurant and 217 drive-through peak hour trips at the coffee shop) and 168 drive-through trips during the PM peak hour (76 drive-through peak hour trips at the fast food restaurant and 92 drive-through peak hour trips at the coffee shop).

- *The maximum number of vehicles in the drive-through queue would be eleven at the proposed fast food restaurant, and approximately nine at the proposed coffee shop.* This assumption is based on estimates provided by the project applicant, and is consistent with the physical length of the drive-through lane at each establishment. A maximum queue of eleven vehicles at the fast food restaurant and nine vehicles at the coffee shop are used for this analysis as a reasonable worst-case scenario.
- *Average wait times for drive-through customers would be one minute and 30 seconds, with a maximum wait time of 17 minutes and 30 seconds for the fast food restaurant and 14 minutes and 30 seconds for the coffee shop.* According to the McDonalds Corporation, the average drive-through vehicle wait time is one minute and 30 seconds, as measured from the time a customer places their order to the time they receive their order. This wait time does not account for transit time into the line, time to order, or time to exit. The maximum wait time is determined based on the reported wait time of one minute and 30 seconds multiplied by a maximum number of vehicles in the queue at one time plus an extra one minute allotted to each vehicle's transit, ordering, and exiting time.
- *Wait times for drive-through customers would experience the maximum wait time during the AM and PM peak hour periods.* As a conservative estimate, this analysis assumes that drive-through customers would wait the maximum estimated wait time during the morning and evening peak hour periods. Outside of the peak hour periods, drive-through wait times are assumed to be based on a single-vehicle queue.
- *Of the vehicle trips generated by the project, approximately 774 trips per day would dine-in at the fast food restaurant, and 1,179 would dine-in at the coffee shop.* For the purpose of this analysis, it is assumed that approximately 50% of dine-in customers would take their orders to go.

### Assumptions: No Drive-Through Alternative.

- *The No Drive-Through Alternative would generate the same number of trips as the Proposed Project.* Although ITE lists fast food restaurants and coffee/donut shops without drive-through windows as discrete land uses with distinct trip generation rates, data is limited for these land use and the resulting trip generation rates may therefore underestimate trips generated by these uses. In addition, utilizing the same trip rates for both the Proposed Project and the No Drive-Through Alternative allows for a more consistent comparison.
- *Approximately 50% of No Drive-Through Alternative customers would take their orders to go.* This assumption is based on observed "to go" order rates of 30 to 50% of dine-in customers at fast food restaurants.
- *Average wait times for take-out customers would be five minutes.* This assumption is based on the average wait times for drive-through customers, rounded up to the nearest bin<sup>1</sup> for start-up and hot soak emissions.

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<sup>1</sup> Start-up and hot soak emissions are provided by the EMFAC2011 model based on time "bins," which describe the approximate time for which the vehicle is turned off (e.g. 5 minutes, 10 minutes, 20 minutes, 30 minutes, or 40 minutes).



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- *Average dine-in time for customers eating at the restaurant would be 20 minutes. This assumption is considered a reasonable average given the “fast food” nature of the project.*

### ANALYSIS

Emissions from the No Drive-Through Alternative versus the Proposed Project are shown in Table 1. Raw EMFAC2011 outputs are provided in the Appendix (Raw EMFAC2011 Outputs and Project Emissions Calculations).

**Table 1. Emissions from the Proposed Project**

Pollutant	Fast Food Restaurant (grams/day)	Coffee Shop (grams/day)	Proposed Project Total (grams/day)
ROG	478.7	686.6	1,165.2
NO <sub>x</sub>	287.8	379.1	666.9
CO	1,771.6	2,007.3	3,778.9
PM <sub>10</sub>	14.2	11.6	25.7

**Table 2. Emissions from the No Drive-Through Alternative**

Pollutant	Fast Food Restaurant (grams/day)	Coffee Shop (grams/day)	No Drive-Through Alternative Total (grams/day)
ROG	490.9	742.6	1,233.5
NO <sub>x</sub>	572.6	866.9	1,439.6
CO	2,706.5	4,061.4	6,767.9
PM <sub>10</sub>	10.9	15.7	26.6

**Table 3. Difference Between Proposed Project and No Drive-Through Alternative**

Pollutant	Fast Food Restaurant (percent difference)	Coffee Shop (percent difference)	Project Total (percent difference)
ROG	-2.6%	-8.2%	-5.9%
NO <sub>x</sub>	-99.0%	-128.7%	-115.9%
CO	-52.8%	-102.3%	-79.1%
PM <sub>10</sub>	23.1%	-35.8%	-3.4%

As shown in Table 3, emissions of ROG, NO<sub>x</sub>, and CO from the Proposed Project would be less than the No Drive-Through Alternative for both the fast food restaurant as well as the coffee shop. Emissions of these pollutants would be greater under the No Drive-Through Alternative because vehicle start-up produces a rush of ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> emissions, as indicated in the Appendix (Raw EMFAC2011 Outputs). Since 100% of the No Drive-Through Alternative customers would park and start-up their vehicles after five to 20 minutes of cool down, greater



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overall start-up emissions would result. In contrast, idle or slow moving vehicles using a drive-through will have already warmed up (during their drive to the restaurant), and the emissions control systems on those vehicles will have reached full operating temperature. Stabilized running emissions of ROG, NO<sub>x</sub>, and CO are therefore relatively minor when compared to start-up emissions. Since approximately 60% of the Proposed Project customers would use the drive-through versus just 40% of customers parking and entering the facility, emissions of ROG, NO<sub>x</sub>, and CO would be lower for the Proposed Project than for the No Drive-Through Alternative.

PM<sub>10</sub> from the Proposed Project would be less than the No Drive-Through Alternative for the coffee shop, and would be substantially similar for the fast food restaurant. Emissions of PM<sub>10</sub> would be slightly greater under the Proposed Project because vehicle start-up emissions of PM<sub>10</sub> are low, when compared to stabilized running emissions (Raw EMFAC2011 Outputs); therefore, total emissions of these pollutants is primarily a function of the distance traveled on the project site. For the coffee shop, customers would drive a shorter distance when using the drive-through window than when parking and entering the facility. However, for the fast food restaurant, the drive-through lane is configured such that customers would travel further when using the drive-through window than when parking and entering the facility, resulting in substantially similar but slightly higher emissions of PM<sub>10</sub>. It should be noted, however, that PM<sub>10</sub> emissions would be 3.3 grams/day (approximately 0.01 lbs/day) greater from the fast food restaurant under the Proposed Project than the No Drive-Through Alternative. When compared to the Santa Barbara Air Pollution Control Agency's threshold for operational increases in PM<sub>10</sub> emissions of 80 lbs/day, this difference is negligible.

### CONCLUSION

Emissions of ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> were calculated for the Proposed Project and a No Drive-Through Alternative. The calculations show that emissions of ROG, NO<sub>x</sub>, and CO would be less when drive-through lanes are included in the proposed facilities, and emissions of PM<sub>10</sub> would be substantially similar for the fast food restaurant with and without drive-throughs. Overall, the Proposed Project with drive-through lanes would have no greater adverse impact upon air quality than a similar facility without drive-through lanes, despite the minor increase in PM<sub>10</sub> emissions.



## ATTACHMENT 3

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**Appendix A**



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*On-Site Drive-Through Air Emissions Calculations*

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## Buellton Crossroads Village Drive-Throughs McDonalds On-Site Air Emissions Calculations

### Assumptions

ITE daily Trip Rate Fast Food w/ Drive Through (934)	3.9	Drive-thru transit distance	150 feet	at 15/5 mph
ITE AM peak hour Trip Rate Fast Food w/ Drive Through (934)	496.12 trips/ksf	Dine-in/take out transit distance	30 feet	at 5 mph
ITE PM peak hour Trip Rate Fast Food w/ Drive Through (934)	45.42 trips/ksf	Additional drive-thru transit distance (driveways)	670 feet	at 15 mph
Total trips (both in and out)	32.65 trips/ksf	Drive-thru transit distance (driveways)	410 feet	at 15 mph
AM pk hr trips (both in and out)	1,934.87	Drive-thru travel time	1 minutes	
PM pk hr trips (both in and out)	177.14	Maximum # of vehicles in drive-through queue	9	
	127.34	Average drive-through wait per vehicle	1.5 minutes	
		Drive-through minimum time	2.5 minutes	
		Drive-through maximum time	14.5 minutes	

Travel Fraction	LDA	LDT
% vehicles	0.664	0.336

### Emission Factors

	ROG		NOX		CO		CO2		PM10	
	LDA	LDT	LDA	LDT	LDA	LDT	LDA	LDT	LDA	LDT
Exhaust emissions, g/mile	0.354	0.000	0.249	0.663	3.624	6.725	1,089.150	1,461.979	0.014	0.019
Exhaust emissions, g/mile	0.187	0.536	0.204	0.525	2.820	5.225	706.092	947.109	0.007	0.010
Start emissions, g/trip	0.049	0.069	0.176	0.343	0.473	0.705	12.379	15.774	0.001	0.001
Start emissions, g/trip	0.129	0.202	0.228	0.463	1.340	2.203	18.281	24.308	0.001	0.002
Tire and Brake Wear, g/mile									0.045	0.045
Hot Soak emissions, g/trip	0.044	0.058								
Hot Soak emissions, g/trip	0.114	0.150								
Evap running loss (assumes 15 min bin), g/min	0.029	0.052								

### Base Emissions, grams per vehicle

	ROG		NOX		CO		CO2		PM10	
	LDA	LDT1	LDA	LDT1	LDA	LDT1	LDA	LDT1	LDA	LDT1
Drive-Thru (no wait)	0.1353	0.2500	0.0330	0.0855	0.4608	0.8558	120.5406	161.7159	0.0083	0.0088
Drive-Thru (maximum wait)	0.4833	0.8740	0.0330	0.0855	0.4608	0.8558	120.5406	161.7159	0.0083	0.0088
Dine-In	0.2885	0.4456	0.2453	0.5075	1.5796	2.6473	79.2985	106.1591	0.0054	0.0066
Take-Out	0.1385	0.2206	0.1933	0.3875	0.7126	1.1493	73.3465	97.6251	0.0054	0.0056

### SCENARIOS

% Customers	# of Vehicles (Daily)				# of Vehicles (AM Peak Hour)				# of Vehicles (PM Peak Hour)			
	Drive-Thru	Dine-In	Take-Out	Drive-Thru	Dine-In	Take-Out	Drive-Thru	Dine-In	Take-Out	Drive-Thru	Dine-In	Take-Out
60%	20%	1161	387	967	106	35	76	25	64	25	64	
50%	20%	1161	387	967	106	35	76	25	64	25	64	
0%	50%	0	0	0	0	89	0	64	64	0	64	

### TOTAL EMISSIONS, grams per day

ROG	NOX	CO	CO2	PM10
398.2	287.8	1,771.6	221,718.1	14.2
478.7	287.8	1,771.6	221,718.1	14.2

### Peak Hour CO Emissions, grams

AM	PM
162.2	116.6
No Drive-Thru	247.8
No Drive-Thru	178.1

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## Buellton Crossroads Village Drive-Throughs

McDonalds On-Site Air Emissions Calculations

### Assumptions

	kcf	3-6	Drive-thru transit distance	120 feet	at idler/5 mph
ITE daily Trip Rate Fast Food w/ Drive-Through (934)	818.58 trips/kcf		Dine-in/take out transit distance	30 feet	at 5 mph
ITE AM peak hour Trip Rate Fast Food w/ Drive-Through (934)	100.58 trips/kcf		Additional drive-thru transit distance (driveways)	160 feet	at 15 mph
ITE PM peak hour Trip Rate Fast Food w/ Drive-Through (934)	42.80 trips/kcf		Drive-way travel time	380 feet	at 15 mph
Total trips (both in and out)	2,946.89		Maximum # of vehicles in drive-through queue	1 minutes	
AM pk hr trips (both in and out)	362.09		Average drive-through wait per vehicle	9	
PM pk hr trips (both in and out)	154.08		Drive-through minimum time	1.5 minutes	
			Drive-through maximum time	2.5 minutes	
				14.5 minutes	

Travel Fraction	LDA	LDT
% vehicles	0.664	0.336

### Emission Factors

	ROG	NOX	CO	CO2	PM10
Exhaust emissions, g/mile	LDA	LDT	LDA	LDT	LDA
Exhaust emissions, g/mile	0.354	0.000	3.624	6.785	1,461.979
Start emissions, g/trip	0.187	0.536	2.820	5.225	706.092
Start emissions, g/trip	0.049	0.069	0.473	0.705	12.329
Start emissions, g/trip	0.129	0.202	1.340	2.203	18.281
Tire and Brake Wear, g/mile					0.001
Hot Soak emissions, g/trip	0.044	0.058			0.001
Hot Soak emissions, g/trip	0.114	0.150			0.002
Evap running loss (assumes 15 min bin), g/min	0.029	0.052			0.045

### Base Emissions, grams per vehicle

	ROG	NOX	CO	CO2	PM10
Drive-Thru (no wait)	LDA	LDT	LDA	LDT	LDA
Drive-Thru (maximum wait)	0.1152	0.1982	0.0310	0.1678	46.1501
Drive-Thru (average wait)*	0.4632	0.8222	0.0310	0.1678	46.1501
	0.2875	0.4426	0.2441	0.5045	1.5635
	0.1375	0.2176	0.1921	0.3846	0.6965

### SCENARIOS

% Customers	# of Vehicles (Daily)			# of Vehicles (AM Peak Hour)			# of Vehicles (PM Peak Hour)		
	Drive-Thru	Dine-In	Take-Out	Drive-Thru	Dine-In	Take-Out	Drive-Thru	Dine-In	Take-Out
60%	20%	1768	589	217	72	72	92	31	31
0%	50%	0	1473	0	181	181	0	77	77

### TOTAL EMISSIONS, grams per day

ROG	NOX	CO	CO2	PM10
550.1	379.1	2,007.3	185,793.8	11.6
686.6	379.1	2,007.3	185,793.8	11.6

### Peak Hour CO Emissions, grams

AM	PM
246.6	105.0
499.0	212.4

*City of Buellton*

# Crossroads Village Center Drive-Through Project

## Acoustical Assessment



January 2013

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**Rincon Consultants, Inc.**

1530 Monterey Street, Suite D  
San Luis Obispo, California 93401

805 547 0900

FAX 547 0901

info@rinconconsultants.com

www.rinconconsultants.com

January 7, 2013  
Project No. 12-00652

Ted Moore  
E.F. Moore & Company  
226 W. Ojai Ave., Suite 101-537  
Ojai, Ca. 93023

**ACOUSTICAL ASSESSMENT**  
Crossroads Village Center Project  
Buellton, California

Dear Mr. Moore:

Rincon Consultants, Inc. is pleased to submit the attached Acoustical Assessment for the proposed Crossroads Village Center project in Buellton, California. The proposed drive-through coffee shop is not anticipated to result in a noticeable (>3 dBA) increase in noise levels at the adjacent residences located immediately to the east of the project site boundary. Similarly, the proposed drive-through coffee shop is not anticipated to result in an increase in noise that would expose the adjacent residences to noise levels that would exceed the City's exterior or interior noise standards. As such, impacts related to long-term noise as a result of the proposed project would not be significant.

If you have any questions regarding this study or if we can provide you with other consulting services, please feel free to contact us.

Sincerely,  
RINCON CONSULTANTS, INC.

A handwritten signature in black ink, appearing to read "CB", with a horizontal line extending to the right.

Chris Bersbach, MESM  
Environmental Planner

A handwritten signature in black ink, appearing to read "Richard Daulton", written in a cursive style.

Richard Daulton, MURP  
Principal

**Crossroads Village Center  
Drive-Through Project  
Acoustical Assessment**

*Prepared for:*

**E.F. Moore & Company**  
226 W. Ojai Ave., Suite 101-537  
Ojai, Ca. 93023

*Prepared with the assistance of:*

**Rincon Consultants, Inc.**  
1530 Monterey Street, Suite D  
San Luis Obispo, California 93401

*January 2013*

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*This report is printed on 50% recycled paper.*

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# Crossroads Village Center Project Acoustical Assessment

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# CROSSROADS VILLAGE CENTER DRIVE-THROUGH PROJECT BUELLTON, SANTA BARBARA COUNTY ACOUSTICAL ASSESSMENT

This report is an analysis of the potential noise impacts of the proposed Crossroads Village Center Drive-Through Project located in Buellton, California in Santa Barbara County. The report has been prepared by Rincon Consultants, Inc. under contract to E.F. Moore & Company for use by the City of Buellton, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze potential long-term noise impacts associated with operation of the proposed drive-through coffee shop component of the Crossroads Village Center.

## PROJECT DESCRIPTION

The proposed project includes a 3,600 square foot coffee shop with drive-through service window. Orders at the proposed drive-through would be placed using a microphone and picked up in person at the window. The project also includes an 8-foot-high masonry wall along the eastern boundary of the site, located between the proposed coffee shop drive-through lane and existing residences adjacent to the site. The project site is located in the southeastern portion of the Crossroads Village Center site, on the north side of State Route (SR) 246 east of McMurray Road in the City of Buellton. The Crossroads Village Center site is currently vacant, and the drive-through coffee shop would be among the new commercial uses developed on the site.

Access to the proposed drive-through coffee shop within the Crossroads Village Center site would be via two new driveways located on the north side of SR 246, one of which would permit only right turn ingress/egress. The drive-through lane at the proposed coffee shop would be approximately 120 feet in length with a designated stacking area for approximately nine vehicles.

## SETTING

### Overview of Sound Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community



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noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources (such as industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dB per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dB per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings is generally 30 dBA or more (HMMH, 2006).

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Two commonly used noise metrics - the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) - recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dB to actual nighttime (10 p.m. to 7 a.m.) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dB penalty for noise occurring during the evening (7 p.m. to 10 a.m.).

### Project Site Setting

State Route 246 (SR 246) runs along the southern boundary of the Crossroads Village Center site, approximately 40 feet southwest of the proposed coffee shop drive-through lane. Automobiles, motorcycles, medium trucks, and heavy trucks are clearly audible from the project site. According to Caltrans traffic data, the AADT (Annual Average Daily Traffic, available from the Caltrans Traffic Data Branch) for the segment of SR 246 east of U.S. Highway 101 was 18,900 vehicles in 2011. The posted traffic speed along this segment of SR 246 is 35 miles per hour (mph). In addition, existing commercial and retail uses are located approximately 150 feet south of the project site, across SR 246, and an existing service station is located approximately 400 feet east of the project site, at the corner of SR 246 and McMurray Road. There are no existing sources of noise on the project site, as the site is currently undeveloped. Based on the volume of vehicle traffic along SR 246 and the lack of other major noise sources on



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or near the project site, vehicle noise from SR 246 remains the primary existing noise source on the project site.

The City of Buellton General Plan 2025 Noise Element (May 2007, Revised December 2008) provides noise contours from U.S. Highway 101 and SR 246, which represent lines of equal noise exposure. The contours provide a visualization of estimates of sound level. Land forms and man-made structures have complex effects on sound transmission and on noise contours. Generally, barriers between a source and receiver absorb or reflect noise resulting in a quieter environment. Where barriers or land forms do not interrupt the noise transmission path from source to receiver, the contours prove to be good estimates of the average noise level. In areas where barriers or land forms interrupt the sound transmission, the noise contours overestimate the extent to which a source intrudes into the community. The noise contour distances describe worst-case conditions because they do not account for any obstructions to the noise path, such as walls, berms, or buildings. According to the General Plan Noise Element, noise levels on the project site as a result of vehicle traffic on SR 246 are approximately 65 dB along the southern portion of the project site, adjacent to SR 246 as of 2005 (refer to General Plan 2025 Noise Element Figure N-2). The noise contours in the General Plan Noise Element discussed above represent noise levels circa 2005.

To determine existing noise levels on the project site, a weekday morning 20-minute noise measurement was taken on the project site using an ANSI Type II integrating sound level meter on January 3, 2013. This on-site noise measurement provides existing sound levels immediately following the a.m. peak hour period, which are primarily due to roadway noise from SR 246. Table 1 identifies the on-site noise measurement location and measured noise levels.

**Table 1**  
**On-Site Noise Measurement Results**

Measurement Number	Measurement Location	Primary Noise Source	Sample Time	Leq (dBA)	Lmax (dBA)	Lmin (dBA)
1	North side of SR 246, adjacent to eastern project site boundary, 75 feet north of roadway centerline	Traffic on State Route 246	Weekday morning	66.0	90.8	44.4

*Source: Field visit using ANSI Type II Integrating sound level meter.  
See Appendix for noise monitoring data sheets*

As shown in Table 1, Noise Measurement 1 indicates that noise levels along SR 246 at the project site were similar to the noise contours provided in the General Plan Noise Element. It should be noted that the relatively high Lmax value shown for Noise Measurement 1 is likely to be the result of a fire truck with alarms on passing the project site along SR 246 during the 20-minute measurement interval. Due to the short duration of this individual event, it is not anticipated to have substantially increased the measured Leq over the 20-minute measurement interval.



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## **Sensitive Receptors**

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The City of Buellton 2025 General Plan Noise Element includes a variety of land use and development types that are described as noise sensitive. These noise sensitive land uses include residences, hospitals, schools, guest lodging, libraries, and parks. The predominant noise sensitive land uses in the City are residential areas. The nearest noise-sensitive receptors to the project site are existing residences adjacent to the project site to the east. These existing residences are shielded from roadway noise along SR 246 by an existing 7-foot-high masonry sound wall located between the existing residences and the sidewalk on the north side of SR 246, as well as a 5-foot-high wooden fence located between the existing residences and the project site.

## **Regulatory Setting**

The City of Buellton has adopted noise standards in its General Plan Noise Element. Based on the Noise Element, the City maintains an exterior noise standard of 60 dBA Ldn and an interior standard of 45 dBA Ldn for residential uses (both single-family and multi-family) and an exterior standard of 65 dBA Ldn for hospital and nursing home, church, school, and library uses.

## **IMPACT ANALYSIS**

### **Methodology and Significance Thresholds**

As indicated above, Buellton has adopted an exterior noise standard of 60 dBA Ldn and an interior noise standard of 45 dBA Ldn for residential uses (both single-family and multi-family). If adjacent residential receptors would be exposed to noise levels exceeding the above criteria as a result of the proposed project, noise impacts would be considered significant.

### **Long-Term Operational Noise Exposure**

The proposed project would introduce a new drive-through coffee shop on the project site. Existing sensitive uses adjacent to the project site may periodically be subject to noise associated with the drive-through portion of the proposed project, which would include vehicles idling, placement of orders by customers at a microphone, verbal interactions between customers and service staff at an order pick-up window, and other general activities associated with the proposed drive-through use.

In order to estimate the potential noise increase that may occur as a result of drive-through operations, two noise measurements were performed at an existing coffee shop with a drive-through window, located at 530 East Betteravia Road in Santa Maria, California. The first noise measurement was conducted at approximately 40 feet from the existing drive-through window – a similar distance to the distance between the drive-through window at the proposed project and existing residential receptors to the east. This measurement captures noise from the existing coffee shop drive-through window, as well as roadway noise from East Betteravia Road. The second noise measurement was conducted 600 feet west of the existing drive-through window, in order to estimate roadway noise levels from East Betteravia Road, independent of noise from the existing coffee shop drive-through window. A hedge separated the noise meter from the roadway at both noise measurement locations, with the hedge at the location of Noise



## ATTACHMENT 4

Measurement 3 being slightly taller; however, at neither location did the hedge obstruct line-of-sight between the noise meter and the roadway. Table 2 identifies the measured noise levels at this existing coffee shop with a drive-through window.

**Table 2**  
**Noise Measurement Results at Existing Coffee Shop w/ Drive-Through Window**

Measurement Number	Measurement Location	Primary Noise Source	Sample Time	Leq (dBA)	Lmax (dBA)	Lmin (dBA)
2	South side of East Betteravia Road, 40 feet west of drive-through window at existing coffee shop, 95 feet south of roadway centerline	Coffee shop drive through + Traffic on East Betteravia road	Weekday morning	60.0	70.5	49.9
3	South side of East Betteravia Road, 600 feet west of drive-through window at existing coffee shop, 95 feet south of roadway centerline	Traffic on East Betteravia road	Weekday morning	62.6	77.2	48.9

*Source: Field visit using ANSI Type II Integrating sound level meter.  
See Appendix for noise monitoring data sheets*

As shown in Table 2, Noise Measurement 2 and Noise Measurement 3 reflect generally similar noise levels at 40 feet and 600 feet from the existing drive-through window, with Noise Measurement 3 showing a slightly higher Leq, despite being conducted further from the existing coffee shop drive-through window. Audible noise at the location of Noise Measurement 2 was dominated by roadway noise from East Betteravia Road. Noise from idling vehicles in the drive-through lane, placement of orders by customers at a microphone, and verbal interactions between customers and service staff at an order pick-up window were occasionally audible, but insubstantial in comparison to roadway traffic noise. A total of fifteen light-duty vehicles (automobiles and sport-utility vehicles) were observed to utilize the drive-through window during Noise Measurement 2. Observed roadway noise at the location of Noise Measurement 3 was similar to Noise Measurement 2. It should also be noted that the higher Lmax value shown for Noise Measurement 3 is likely to be the result of a medium truck drive-by immediately adjacent to the noise meter (within the parking lot where the measurement was being conducted) during the 20-minute measurement interval. Due to the short duration of this individual event, it is not anticipated to have substantially increased the measured Leq over the 20-minute measurement interval; however, this event may partially account for the difference between the observed sound levels at Noise Measurement 2 and Noise Measurement 3.

The similarity between these two measurements, and the fact that the Noise Measurement 3 is slightly higher than Noise Measurement 2, despite being conducted further from the existing coffee shop drive-through window, indicate that the existing coffee shop drive-through window is not a substantial contributor to noise levels along East Betteravia Road. Based on the noise measurement results at the existing drive-through coffee shop in Santa Maria, the construction of a coffee shop with a drive-through window on the Buellton project site is not anticipated to result in a noticeable (>3 dBA) increase in noise levels at the adjacent residences



## ATTACHMENT 4

located immediately to the east of the project site boundary. In the absence of any obstructions to the noise path, such as walls, berms, or buildings, noise levels at the adjacent residences would be expected to be similar to the existing conditions reflected by Noise Measurement 1, or approximately 66 dBA Leq.

As noted above, the project site plans also indicate that an 8-foot-high masonry wall would be constructed along the eastern boundary of the site, between the proposed coffee shop drive-through lane and existing residences adjacent to the site. In addition, the existing residences are already shielded by roadway noise from SR 246 by a 7-foot-high masonry sound wall located between the existing residences and the sidewalk on the north side of SR 246. The sound loss achieved by this existing wall was estimated using a methodology from the Handbook of Noise Control, 2<sup>nd</sup> Ed. (Harris, 1979), which indicates that the sound wall provides approximately 7 dBA of attenuation; therefore, existing roadway noise levels at the nearest residence to SR 246 are estimated to be approximately 59 dBA Leq.

Similarly, the proposed 8-foot-high masonry wall would provide additional attenuation from the direction of the project site and proposed drive-through coffee shop. The sound loss expected to be achieved by this proposed wall was estimated using the same methodology as described above, which indicates that the proposed wall would provide approximately 9 dBA of attenuation; therefore, future noise levels from the direction of the project site are estimated to be approximately 58 dBA Leq.

As indicated above, Buellton has adopted an exterior noise standard of 60 dBA Ldn and an interior noise standard of 45 dBA Ldn for residential uses. The proposed drive-through coffee shop is not anticipated to result in an increase in noise that would expose the existing adjacent residential receptors to noise levels that would exceed the City's exterior noise standard. In addition, as discussed above, standard construction techniques used for homes in California generally provides a reduction of exterior-to-interior noise levels of at least 20 dBA with closed windows (HMMH, 2006). Assuming a minimum exterior-to-interior reduction of 20 dBA, interior noise levels from SR 246 and the proposed drive-through coffee shop at the existing residential receptors would not be expected to exceed 39 dBA with windows closed; therefore, interior noise levels at the existing adjacent residential receptors are not anticipated to exceed the City's interior noise standard.



## ATTACHMENT 4

Crossroads Village Center Drive-Through Project  
Acoustical Assessment

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### REFERENCES

Buellton, City of. General Plan 2025 Noise Element. May 2007, Revised December 2008.

California Department of Transportation (Caltrans) Traffic Operations Division. Caltrans Traffic Data Branch 2011 Traffic Volumes. 2012. Available online at: <http://traffic-counts.dot.ca.gov/>

Hanson, Carl E., Towers, David A., and Meister, Lance D. (2006, May). *Transit Noise and Vibration Impact Assessment*. Federal Transit Administration, Office of Planning and Environment.  
[http://www.fta.dot.gov/documents/FTA\\_Noise\\_and\\_Vibration\\_Manual.pdf](http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf)

Harris, C.M. Handbook of Noise Control, 2nd. Ed. 1979.



## **Appendix A**

### *Acoustical Assessment Appendix*



# ATTACHMENT 4

Crossroads Noise Meas 1.txt

Crossroads Noise Measurement 1

Date Time=01/03/13 11:33:00

Sampling Time=10

Record Num= 120

Leq Value=66.0

SEL Value=96.8

MAX Value=90.8

MIN Value=44.4

Freq Weighting=A

Time Weighting=Slow

60.4,11:33:00,

61.8,11:33:10,

60.6,11:33:20,

59.6,11:33:30,

58.9,11:33:40,

58.2,11:33:50,

57.9,11:34:00,

57.8,11:34:10,

57.8,11:34:20,

58.4,11:34:30,

74.7,11:34:40,

74.8,11:34:50,

74.4,11:35:00,

74.1,11:35:10,

73.8,11:35:20,

73.6,11:35:30,

73.3,11:35:40,

73.1,11:35:50,

72.8,11:36:00,

72.7,11:36:10,

72.5,11:36:20,

72.3,11:36:30,

72.1,11:36:40,

71.9,11:36:50,

71.7,11:37:00,

71.6,11:37:10,

71.4,11:37:20,

71.3,11:37:30,

71.1,11:37:40,

71.0,11:37:50,

70.9,11:38:00,

70.7,11:38:10,

70.6,11:38:20,

70.5,11:38:30,

70.4,11:38:40,

70.3,11:38:50,

70.2,11:39:00,

70.2,11:39:10,

70.1,11:39:20,

70.0,11:39:30,

69.9,11:39:40,

69.8,11:39:50,

69.7,11:40:00,

69.6,11:40:10,

69.5,11:40:20,

69.4,11:40:30,

69.3,11:40:40,

69.3,11:40:50,

69.2,11:41:00,

69.1,11:41:10,

69.0,11:41:20,

68.9,11:41:30,

68.8,11:41:40,

68.8,11:41:50,

# ATTACHMENT 4

Crossroads Noise Meas 1.txt

68.7,11:42:00,  
68.6,11:42:10,  
68.6,11:42:20,  
68.5,11:42:30,  
68.4,11:42:40,  
68.4,11:42:50,  
68.3,11:43:00,  
68.3,11:43:10,  
68.3,11:43:20,  
68.2,11:43:30,  
68.2,11:43:40,  
68.1,11:43:50,  
68.0,11:44:00,  
68.0,11:44:10,  
67.9,11:44:20,  
67.9,11:44:30,  
67.8,11:44:40,  
67.7,11:44:50,  
67.7,11:45:00,  
67.6,11:45:10,  
67.6,11:45:20,  
67.5,11:45:30,  
67.5,11:45:40,  
67.4,11:45:50,  
67.4,11:46:00,  
67.3,11:46:10,  
67.3,11:46:20,  
67.2,11:46:30,  
67.2,11:46:40,  
67.1,11:46:50,  
67.1,11:47:00,  
67.1,11:47:10,  
67.0,11:47:20,  
67.0,11:47:30,  
66.9,11:47:40,  
66.9,11:47:50,  
66.9,11:48:00,  
66.8,11:48:10,  
66.8,11:48:20,  
66.7,11:48:30,  
66.7,11:48:40,  
66.7,11:48:50,  
66.6,11:49:00,  
66.6,11:49:10,  
66.5,11:49:20,  
66.5,11:49:30,  
66.5,11:49:40,  
66.4,11:49:50,  
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66.4,11:50:10,  
66.3,11:50:20,  
66.3,11:50:30,  
66.3,11:50:40,  
66.2,11:50:50,  
66.2,11:51:00,  
66.2,11:51:10,  
66.2,11:51:20,  
66.2,11:51:30,  
66.2,11:51:40,  
66.1,11:51:50,  
66.1,11:52:00,  
66.1,11:52:10,  
66.0,11:52:20,

# ATTACHMENT 4

Crossroads Noise Meas 1.txt

66.0,11:52:30,  
66.0,11:52:40,  
66.0,11:52:50,

# ATTACHMENT 4

Crossroads Noise Meas 2.txt

Crossroads Noise Measurement 2

Date Time=01/03/13 09:55:00  
Sampling Time=10  
Record Num= 120  
Leq Value=60.0 SEL Value=90.8  
MAX Value=70.5  
MIN Value=49.9  
Freq weighting=A Time weighting=Slow  
57.8,09:55:00,  
58.4,09:55:10,  
60.1,09:55:20,  
60.8,09:55:30,  
61.1,09:55:40,  
60.7,09:55:50,  
60.7,09:56:00,  
60.7,09:56:10,  
60.4,09:56:20,  
60.1,09:56:30,  
59.9,09:56:40,  
59.7,09:56:50,  
59.8,09:57:00,  
60.4,09:57:10,  
61.4,09:57:20,  
61.5,09:57:30,  
61.3,09:57:40,  
61.1,09:57:50,  
61.0,09:58:00,  
60.8,09:58:10,  
60.6,09:58:20,  
60.5,09:58:30,  
60.5,09:58:40,  
60.5,09:58:50,  
60.7,09:59:00,  
60.8,09:59:10,  
60.9,09:59:20,  
60.7,09:59:30,  
60.6,09:59:40,  
60.5,09:59:50,  
60.4,10:00:00,  
60.3,10:00:10,  
60.4,10:00:20,  
60.4,10:00:30,  
60.5,10:00:40,  
60.5,10:00:50,  
60.4,10:01:00,  
60.3,10:01:10,  
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60.5,10:01:30,  
60.4,10:01:40,  
60.4,10:01:50,  
60.3,10:02:00,  
60.3,10:02:10,  
60.4,10:02:20,  
60.4,10:02:30,  
60.5,10:02:40,  
60.5,10:02:50,  
60.5,10:03:00,  
60.5,10:03:10,  
60.5,10:03:20,  
60.4,10:03:30,  
60.5,10:03:40,  
60.7,10:03:50,

# ATTACHMENT 4

## Crossroads Noise Meas 2.txt

60.7,10:04:00,  
60.7,10:04:10,  
60.6,10:04:20,  
60.6,10:04:30,  
60.6,10:04:40,  
60.5,10:04:50,  
60.5,10:05:00,  
60.4,10:05:10,  
60.5,10:05:20,  
60.5,10:05:30,  
60.5,10:05:40,  
60.5,10:05:50,  
60.4,10:06:00,  
60.4,10:06:10,  
60.3,10:06:20,  
60.3,10:06:30,  
60.3,10:06:40,  
60.2,10:06:50,  
60.2,10:07:00,  
60.3,10:07:10,  
60.3,10:07:20,  
60.3,10:07:30,  
60.3,10:07:40,  
60.3,10:07:50,  
60.2,10:08:00,  
60.2,10:08:10,  
60.1,10:08:20,  
60.1,10:08:30,  
60.3,10:08:40,  
60.4,10:08:50,  
60.4,10:09:00,  
60.4,10:09:10,  
60.4,10:09:20,  
60.4,10:09:30,  
60.3,10:09:40,  
60.3,10:09:50,  
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60.3,10:10:10,  
60.3,10:10:20,  
60.2,10:10:30,  
60.2,10:10:40,  
60.2,10:10:50,  
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60.1,10:11:10,  
60.2,10:11:20,  
60.2,10:11:30,  
60.2,10:11:40,  
60.2,10:11:50,  
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60.1,10:12:20,  
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60.1,10:12:40,  
60.0,10:12:50,  
60.0,10:13:00,  
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60.0,10:13:20,  
60.0,10:13:30,  
60.0,10:13:40,  
60.0,10:13:50,  
60.0,10:14:00,  
60.0,10:14:10,  
60.0,10:14:20,

## ATTACHMENT 4

Crossroads Noise Meas 2.txt

60.0,10:14:30,  
60.0,10:14:40,  
60.0,10:14:50,

# ATTACHMENT 4

Crossroads Noise Meas 3.txt

Crossroads Noise Measurement 3

Date Time=01/03/13 10:25:00  
Sampling Time=10  
Record Num= 120  
Leq Value=62.6 SEL Value=93.4  
MAX Value=77.2  
MIN Value=48.9  
Freq Weighting=A Time Weighting=Slow  
68.0,10:25:00,  
65.8,10:25:10,  
64.9,10:25:20,  
64.6,10:25:30,  
64.0,10:25:40,  
63.4,10:25:50,  
62.9,10:26:00,  
63.0,10:26:10,  
62.6,10:26:20,  
62.4,10:26:30,  
62.3,10:26:40,  
62.1,10:26:50,  
61.8,10:27:00,  
62.0,10:27:10,  
62.5,10:27:20,  
63.3,10:27:30,  
63.5,10:27:40,  
63.3,10:27:50,  
63.1,10:28:00,  
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62.8,10:28:40,  
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63.7,10:29:00,  
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63.0,10:32:10,  
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62.9,10:32:40,  
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62.9,10:33:10,  
62.9,10:33:20,  
62.9,10:33:30,  
62.8,10:33:40,  
62.8,10:33:50,

# ATTACHMENT 4

Crossroads Noise Meas 3.txt

63.0,10:34:00,  
63.3,10:34:10,  
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63.2,10:34:50,  
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63.4,10:35:10,  
63.3,10:35:20,  
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63.3,10:35:40,  
63.2,10:35:50,  
63.2,10:36:00,  
63.2,10:36:10,  
63.1,10:36:20,  
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63.0,10:36:40,  
62.9,10:36:50,  
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62.8,10:37:40,  
62.8,10:37:50,  
62.7,10:38:00,  
62.7,10:38:10,  
63.0,10:38:20,  
63.1,10:38:30,  
63.1,10:38:40,  
63.1,10:38:50,  
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63.0,10:40:20,  
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62.9,10:41:00,  
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63.0,10:41:20,  
63.0,10:41:30,  
62.9,10:41:40,  
62.9,10:41:50,  
62.9,10:42:00,  
62.8,10:42:10,  
62.8,10:42:20,  
62.8,10:42:30,  
62.7,10:42:40,  
62.7,10:42:50,  
62.7,10:43:00,  
62.8,10:43:10,  
62.8,10:43:20,  
62.8,10:43:30,  
62.7,10:43:40,  
62.7,10:43:50,  
62.7,10:44:00,  
62.7,10:44:10,  
62.6,10:44:20,

## ATTACHMENT 4

Crossroads Noise Meas 3.txt

62.6,10:44:30,  
62.6,10:44:40,  
62.6,10:44:50,

# ATTACHMENT 4

## SOUND BARRIER LOSS ESTIMATION\*

Scenario: Buellton Noise - Future Roadway Noise

### DATA

Barrier Top Elevation, feet: 12.57  
 Source Ground Elevation, feet: 628.39  
 Height of Source above Ground, feet: 4  
 Observer Elevation at ground or floor: 0  
 Distance from source to barrier, feet: 25  
 Distance from barrier to observer, feet: 30

INPUT: 8  
 0  
 4  
 0  
 25  
 30

25.32  
 30.15  
 0.46 =Fresnel # - Assumes Wavelength of 2 feet  
 8.80

### BARRIER EFFECT RESULT

Infinite Barrier Attenuation: -8.8 dBA  
 Is Observer at Ground Level (yes or no): yes  
 Adjustment for Loss of Ground Attenuation: 0.0 dBA  
 Infinite Barrier Insertion Loss: -8.8 dBA  
 Finite Barrier Adjustment: 180 degrees

RESULT  
 Barrier Height = 3.5  
 Distance R = 25  
 Distance D = 30  
 Smaller of D/R = 0.84

Enter Noise Level Without Barrier: 66 dBA  
 Enter Reference Distance for Noise Level: 55 feet  
 Noise level including insertion loss of Barrier: 57.2 dBA  
 Noise Level of barrier gaps: 0.0 dBA

0 ADJUSTMENT FOR LOSS OF GROUND ATTENUATION PER HUD GUIDELINES

SUMMED AVERAGE LEVEL: 57.2 dBA

0 0 0 0 1.3 1 2.1 2 3.3 3 5.1 4

\* Assumes a sound wavelength of 2 feet (about 550 Hz).  
 Methodology Source: Harris, C.M. (1979). Handbook of Noise Control, 2nd. Ed.

# ATTACHMENT 4

## SOUND BARRIER LOSS ESTIMATION\*

Scenario: Buelton Noise - Existing Roadway Noise

**DATA**

Barrier Top Elevation, feet: 7  
 Source Ground Elevation, feet: 0  
 Height of Source above Ground, feet: 4  
 Observer Elevation at ground or floor: 0  
 Distance from source to barrier, feet: 40  
 Distance from barrier to observer, feet: 35

6.08  
 1602.86  
 1222.87  
 0.16 = Fresnel # - Assumes Wavelength of 2 feet  
 6.65

40.11  
 35.06

**BARRIER EFFECT RESULT**

Infinite Barrier Attenuation:  
 Is Observer at Ground Level (yes or no):  
 Adjustment for Loss of Ground Attenuation:  
 Infinite Barrier Insertion Loss:  
 Finite Barrier Adjustment  
 Enter angle subtended by barrier:

RESULT  
 Barrier Height = 2.5  
 Distance R = 40  
 Distance D = 35  
 Smaller of D/R = 0.87

Enter Noise Level Without Barrier:  
 Enter Reference Distance for Noise Level:  
 Noise level including insertion loss of Barrier:  
 Noise Level of barrier gaps:

-6.7 dBA  
 yes  
 0.0 dBA  
 -6.7 dBA  
 180 degrees  
 66 dBA  
 75 feet  
 59.3 dBA  
 0.0 dBA

**SUMMED AVERAGE LEVEL:**

59.3 dBA

**0 ADJUSTMENT FOR LOSS OF GROUND ATTENUATION PER HUD GUIDELINES**

0      0      0      1.3      1      2.1      2      3.3      3      5.1      4

\* Assumes a sound wavelength of 2 feet (about 550 Hz).  
 Methodology Source: Harris, C.M., (1979), Handbook of Noise Control, 2nd, Ed.

## PLANNING COMMISSION RESOLUTION NO. 13-06

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BUELLTON, CALIFORNIA, APPROVING A FINAL DEVELOPMENT PLAN (11-FDP-02), CONDITIONAL USE PERMIT (11-CUP-02), AND TENTATIVE PARCEL MAP (TPM 31055) FOR A SHOPPING CENTER INCLUDING 40,455 SQUARE FEET OF RETAIL AND RESTAURANTS AND 15,000 SQUARE FEET OF OUTDOOR SALES AREA (THE CROSSROADS VILLAGE CENTER) LOCATED AT THE NORTHEAST CORNER OF HIGHWAY 246 AND MCMURRAY ROAD, ASSESSOR'S PARCEL NUMBER 137-090-045 (PORTION), AND MAKING FINDINGS IN SUPPORT THEREOF**

**BE IT RESOLVED** by the Planning Commission of the City of Buellton as follows:

**SECTION 1:** An application has been filed by John Franklin, property owner, and TJ Partners, LLC, agent ("Applicant"), for a Final Development Plan (11-FDP-02), Conditional Use Permit (11-CUP-02) and Tentative Parcel Map (TPM 31055) to allow the development of a shopping center on vacant property located at the northeast corner of Highway 246 and McMurray Road (a portion of APN 137-090-045). The shopping center includes 40,455 square feet of buildings and 15,000 square feet of outdoor sales area on a 4.94 acre site. A hardware store (Tractor Supply Company), retail shops, two buildings with drive through windows (McDonald's and Starbucks), parking, landscaping, and signage are proposed.

**SECTION 2:** The proposed Project consists of three land use applications:

**Final Development Plan (Case No. 11-FDP-02):** Approval of a shopping center with 40,455 square feet of buildings and 15,000 square feet of outdoor sales area. A hardware store (Tractor Supply Company), retail shops, two buildings with drive through windows (McDonald's and Starbucks), parking, landscaping, and signage are proposed.

**Conditional Use Permit (Case No. 11-CUP-02):** Proposal for two buildings with drive through windows in the shopping center. The proposed buildings with drive through windows are Pad E and Pad F on the site plan. McDonald's and Starbucks are the proposed businesses in the buildings with drive through windows. The CUP also covers potential restaurants without drive-through lanes within Shops B, Shops C, and Pad E per the project plans and the outdoor display of merchandise.

**Tentative Parcel Map (TPM 31055):** Approval of a Tentative Parcel Map for the creation of 6 parcels on a 4.95 acre parcel. The proposed parcels are 33,555 square feet (Lot 1), 18,580 square feet (Lot 2), 15,560 square feet (Lot 3), 99,790 square feet (Lot 4), 19,890 square feet (Lot 5), and 28,749 square feet (Lot 6).

**SECTION 3:** All proceedings having been duly taken as required by law, and upon review of the information provided in the staff report, consideration of the testimony given at the public hearing, as well as other pertinent information, the Planning Commission finds the following:

**A. Record.** Prior to rendering a decision on any aspect of the Project, the Planning Commission considered the following:

1. All public testimony, both written and oral, received in conjunction with that certain public hearing conducted by the Planning Commission on June 6, 2013 (“Public Hearing”).
2. All oral, written and visual materials presented in conjunction with the Public Hearing.
3. The following informational documents which, by this reference, are incorporated herein.
  - a. The Project file for 11-FDP-02, 11-CUP-02, and TPM 31055 and the set of Project plans date stamped May 3, 2013.
  - b. The Village Specific Plan (March 28, 2013).
  - c. Planning Commission staff report of June 6, 2013.
  - d. The Final EIR and Addendum for the project site.

**B. Public Review.** On the basis of evidence hereinafter listed, all administrative procedures and public participation requirements prescribed in the Buellton Zoning Ordinance and Government Code Section 65091 have been lawfully satisfied:

1. A notice of public hearing was published in a newspaper on May 23, 2013 (the “Public Notice”), a minimum of ten (10) days in advance of the Public Hearing.
2. The Public Notice was mailed to the Applicant, affected public agencies, persons owning property within 300 feet of the Project site and others known to be interested in the matter on May 23, 2013, a minimum of ten (10) days in advance of the Public Hearing.
3. The Public Notice was posted in three public locations on May 23, 2013, a minimum of ten (10) days in advance of the Public Hearing.

**C. Environmental Clearance.**

1. On July 24, 2003, the City Council conducted a public hearing with respect to the Final EIR for the Oak Springs Village Specific Plan and at the conclusion thereof, adopted their Resolution No. 03-15 thereby adopting: (1) a Statement of Facts and Findings, (2) a Statement of Overriding Considerations, and (3) a Mitigation Monitoring Program for the Oak Springs Village Specific Plan and certified that the Final EIR was complete and adequate, and had been completed in compliance with the requirements of the California Environmental Quality Act (“CEQA”), the State CEQA Guidelines and the City of Buellton Environmental Guidelines. The Oak Springs Village Specific Plan was revised by

Ordinance No. 06-05 on May 25, 2006. An Addendum Environmental Impact Report to the Final EIR for Oak Springs Village was approved for the revised Specific Plan (the Final EIR and Addendum are collectively referred to as the FEIR). Prior to the adoption of this Resolution, the Planning Commission has been provided for its review, full, true and correct copies of the FEIR for the Oak Springs Village Specific Plan, including all of the above-reference documents.

2. Based upon the substantial evidence contained in the whole record, including the any written and/ oral staff reports presented to the Planning Commission with respect to the Project, as well as a review of the FEIR for the Oak Springs Village Specific Plan in relation to the Project, the Planning Commission of the City of Buellton does hereby find, determine, and declare that:
  - a. There are no substantial changes proposed in the Project which will require major revisions of the previous FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
  - b. No substantial changes will occur with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and,
  - c. No 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 FEIR was certified as complete, shows any of the following:
    1. That the Project will have one or more significant effects not discussed in the previous FEIR or negative declaration;
    2. That significant effects previously examined will be substantially more severe than shown in the previous FEIR;
    3. That mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the project proponents decline to adopt the mitigation measure or alternative; and,
    4. That mitigation measures or alternatives which are considerably different from those analyzed in the previous FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

3. Based upon the forgoing, the Planning Commission exercises its judgment and finds that no further environmental review is required per CEQA in that this Project is adequately addressed in the prior environmental documents for the Oak Springs Village Specific Plan. All applicable mitigation measures from the prior environmental documents have been made conditions of approval.

**D. Consistency Declarations.** Based on (i) the evidence presented in the Staff Report (incorporated herein by reference), (ii) consultations with affected City Departments and outside Agencies, (iii) testimony and comments received in connection with the public hearing and (iv) adoption of the conditions of approval set forth hereof, the Planning Commission does hereby declare as follows:

**1. Final Development Plan (11-FDP-02) and Conditional Use Permit (11-CUP-02).**

**a. Findings:**

- i. That the site for the project is adequate in size, shape, location, and physical characteristics to accommodate the type of use and level of development proposed because the size of the site and its location are appropriate for this type of use based on the requirements contained in the Village Specific Plan for a retail development.
- ii. That significant environmental impacts are mitigated to the maximum extent feasible. No adverse impacts have been identified with this Project and mitigation measures from the prior environmental documents have been made conditions of approval and would mitigate any impacts.
- iii. That streets and highways are adequate and properly designed per the requirements of the City's Public Works Director.
- iv. That there are adequate public services, including but not limited to fire protection, water supply, sewage disposal, and police protection to serve the Project. The Public Works Department is able to provide water and sewerage service to the project. The Fire Department has approved the plans and provided conditions of approval. The Sheriff's Department has no concerns with the Project.
- v. That the Project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will be compatible with the surrounding area. The Project site is zoned for general commercial-

specific plan land uses and the Village Specific Plan is approved for the site. The project conforms to the requirements of the Village Specific Plan as to site design and layout and would not conflict with the surrounding area and land uses pursuant to these conditions.

- vi. That the Project is in conformance with the applicable provisions of Title 19 of the Municipal Code, the General Plan, and the Village Specific Plan. With imposition of the conditions of approval, the Project complies with the General Plan, Title 19 (Zoning), and the Village Specific Plan.
- vii. That the project will not conflict with any easements required for public access through, or public use of a portion of the property.
- viii. That the proposed development is in conformance with the Community Design Guidelines. The architectural style is Agrarian.

## 2. Tentative Parcel Map (TPM 31055).

### a. Findings:

- i. The proposed subdivision, including its design and improvements, is consistent with Buellton's General Plan and the Village Specific Plan pursuant to the Public Works Director.
- ii. The site is physically suitable for the type of development proposed as the site is planned and zoned for commercial development.
- iii. The site is physically suitable for the proposed density of development as the commercial development meets the standards of the Village Specific Plan.
- iv. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or injure fish or wildlife or their habitat as none exist on the property.
- v. The design of the subdivision or the proposed improvements will not likely cause serious public health problems as no public health issues have been identified on the property.

- vi. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large for access through or use of, property within the proposed subdivision; or that substantially equivalent alternate easements are provided.
- vii. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board.
- viii. Proposed street names are consistent with the types of names used elsewhere in the community and, where applicable, are logical extensions of those existing in the area of the subdivision.
- ix. The proposed subdivision is consistent with all applicable provisions of this title, and the Buellton zoning ordinance, including but not limited to minimum lot area requirements, any other applicable provisions of this code, and the Subdivision Map Act.

**SECTION 4:** Based on the findings set forth in Section 3 and subject to the attached conditions of approval, the Planning Commission hereby approves the Final Development Plan (11-FDP-02), Conditional Use Permit (11-CUP-02) and Tentative Parcel Map (TPM 31055).

**PASSED, APPROVED, AND ADOPTED** this 6<sup>th</sup> day of June 2013.

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Craig Adams  
Vice-Chair

**ATTEST:**

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Clare Barcelona  
Planning Commission Secretary

STATE OF CALIFORNIA                    )  
 COUNTY OF SANTA BARBARA         ) SS  
 CITY OF BUELLTON                    )

I, Clare Barcelona, Planning Commission Secretary of the City of Buellton, do hereby certify that the foregoing Resolution No. 13-06 was duly approved by the Planning Commission of the City of Buellton at a meeting held on the 6<sup>th</sup> day of June 2013, by the following vote, to wit.

AYES:       ( 0 )  
 NOES:       ( 0 )  
 ABSENT:     ( 0 )  
 NOT VOTING: ( 0 )

IN WITNESS WHEREOF, I have hereunto set my hand this 6<sup>th</sup> day of June, 2013.

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Clare Barcelona  
 Planning Commission Secretary

**CONDITIONS OF APPROVAL  
CROSSROADS VILLAGE CENTER**

**FINAL DEVELOPMENT PLAN (11-FDP-02),  
CONDITIONAL USE PERMIT (11-CUP-02)  
TENTATIVE PARCEL MAP (TPM 31055)**

**A. GENERAL PROVISIONS**

1. **Project Description.** The approval granted herein is based upon and limited to compliance with the Project Description contained in the application received October 19, 2011, and conditions of approval set forth below. The Project Description is as follows: A request by John Franklin, property owner, and TJ Partners, LLC, agent (the "Applicant") for a Final Development Plan (11-FDP-02), Conditional Use Permit (11-CUP-02) and Tentative Parcel Map (TPM 31055) to develop a shopping center with 40,455 square feet of buildings and 15,000 square feet of outdoor. A hardware store (Tractor Supply Company), retail shops, two buildings with drive through windows (McDonald's and Starbucks), parking, landscaping, and signage are proposed (the "Project"). The Project is located at the northeast corner of Highway 246 and McMurray Road (a portion of APN 137-090-045) (the "Property"). The project plans that are included in this approval include the site plan, floor plans, elevation plans, sign plans, conceptual grading plan, conceptual utility plan, low impact development measures, tentative parcel map, landscape plan, and lighting plan date stamped May 3, 2013. Any deviations from the Project Description, exhibits or conditions must be reviewed and approved by the City for conformity with this approval. Deviations may require formal modification of the approval and/or further environmental review. Deviations without the above-described authorization will constitute a violation of this approval. The following are the approvals:

- **Final Development Plan (Case No. 11-FDP-02):** A Final Development Plan (11-FDP-02) for the development of a shopping center with 40,455 square feet of buildings, 15,000 square feet of outdoor sales area, 195 parking spaces, and landscaping.
- **Conditional Use Permit (Case No. 11-CUP-02):** A Conditional Use Permit (11-CUP-02) for two buildings with drive through windows in the shopping center. The proposed buildings with drive through windows are Pad E and Pad F on the site plan. McDonald's and Starbucks are the proposed businesses in the buildings with drive through windows. The CUP also covers potential restaurants without drive-through lanes within Shops B, Shops C, and Pad E per the project plans and the outdoor display of merchandise.
- **Tentative Parcel Map (TPM 31055):** A Tentative Parcel Map (TPM 31055) for the creation of 6 parcels on a 4.94 acre parcel. The proposed parcels are 33,555 square feet (Lot 1), 18,580 square feet (Lot 2), 15,560

square feet (Lot 3), 99,790 square feet (Lot 4), 19,890 square feet (Lot 5), and 28,749 square feet (Lot 6).

2. **Terminology.** Except where otherwise noted, the terms appearing throughout the conditions of approval set forth herein shall have the meanings as defined below. Capitalization is used to identify defined terms and shall have the meanings as set forth below unless the context in which they are used clearly requires otherwise.
- a. **“Applicant”** means John Franklin, property owner, and TJ Partners, LLC, agent, and includes all agents, subdividers, developers, contractors, workers and personnel employed on the Project.
  - b. **“Building Department”** means the Building and Safety Division of the County (and all successors and assigns thereof), on behalf and under contract to the City to perform building plan check and inspection services.
  - c. **“City”** means the City of Buellton and includes the City Manager, City Engineer, Planning Director and all other duly appointed officials having responsibility for land use matters, as well as their respective assignees (e.g., Department staff members). Unless otherwise indicated, the Planning Department shall be the primary point of contact for the City.
  - d. **“County”** means the County of Santa Barbara.
  - e. **“Final Building Inspection Clearance”** means acknowledgement by the Building and Safety Division of the County that construction of the Project has been completed in full compliance with plans and specifications approved by the Building and Safety Division of the County. Such acknowledgement is typically evidenced by signature of appropriate Building and Safety Division staff on the building permit inspection form.
  - f. **“Fire Department”** means the Fire Department of the County (and all successors and assigns thereof), furnishing fire prevention and protection services to the City by operation of a special district.
  - g. **“Entitlement”** means the type of land use permit required by the Buellton Municipal Code in connection with the Project for which approval is granted herein.
  - h. **“Project”** means and includes all of the actions described in the Project Description above.
  - i. **“Project Inspection”** means a field inspection and documentation review performed by the Planning Director at the time of Final Building Inspection Clearance to verify that the Project has been completed in full compliance with the terms and conditions of approval. The Project Inspection shall be performed upon completion of construction and the Project must be fully compliant with all terms and conditions of approval prior to and as a condition precedent to obtaining Final Building Inspection Clearance.
  - j. **“Project Manager”** means person or personnel of the City assigned to oversee and administer the Permit including, but not limited to, compliance with the Mitigation Measures set forth herein.

- k. **“Property”** means the land and improvements identified in the Project Description.
  - l. **“Property Owner”** means John Franklin, and includes all persons and entities possessing fee title (in full or in part) to the site of the Project.
  - m. **“Zoning Clearance”** means approval granted pursuant to 19.08.100 of the Buellton Municipal Code requisite to issuance of a building permit for authorized construction or land development activities.
3. **Additional Permits Required.** Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, enlarging, or rebuilding of any building, structure, or improvement, the Applicant shall: (i) obtain a Zoning Clearance (hereinafter defined below); and (ii) obtain all other permits and approvals that may be required by operation of the Buellton Municipal Code (e.g., grading permit, building permit, encroachment permit, etc.). Before any Zoning Clearance will be issued by the City, the Applicant must obtain written clearance from all departments having jurisdiction; such clearance shall indicate that the Applicant has satisfied all pre-construction conditions of approval. To the extent any condition or provision of the approval set forth herein is incompatible with or at variance with any other permit for the Project, the most restrictive condition and provision shall prevail.
4. **Interpretations and Exceptions.** The Planning Director is authorized to render decisions as to the applicability or interpretation of the conditions set forth herein, including minor changes, when the strict application of the conditions conflicts with the underlying purpose of the conditions or creates undue hardship or administrative burden. Any administrative change granted shall be subject to such conditions as will: (i) assure that the adjustment thereby authorized shall appropriately implement purposes and objectives of the original conditions; and (ii) not change or compromise the effectiveness of the original conditions. As an example, and for illustrative purposes only, the Planning Director may modify the implementation timing of specific conditions at the mutual convenience of the City and Applicant. Minor changes authorized pursuant to this condition shall not require separate processing of a formal amendment.
5. **Indemnity.** Applicant agrees, at its sole cost and expense, to defend, indemnify, and hold harmless the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul all, or any part, of the approval, decision or action of the City Council, Planning Commission, or other decision-making body, or staff action concerning the Project.
6. **Legal Challenge.** In the event that any condition imposing a fee, exaction, dedication or other mitigation measure is challenged by the Applicant in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action.
7. **Approval Limitations.** This approval is issued pursuant to the provisions of Title 19 of the Buellton Municipal Code and is subject to the foregoing conditions and limitations. Failure

- to comply with said conditions of approval may subject the Applicant to remedies and penalties specified in the Buellton Municipal Code.
8. **Enforcement Costs.** In the event the City determines that it is necessary to take legal action to enforce any of the conditions of approval herein, and such legal action is taken, the Applicant shall be required to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the Applicant to waive said fees or any part thereof.
  9. **Failure to Comply.** In the event that the Applicant fails to comply with any order of the City issued hereunder or any injunction of the Superior Court, it shall be liable in accordance with the provision of Section 1.32 of the Buellton Municipal Code.
  10. **Access to Records and Facilities.** As to any condition that requires for its effective enforcement the inspection of records or facilities by City or its agents, the Applicant shall make such records available or provide access to such facilities upon reasonable notice from City
  11. **Payment of Fees.** All applicable fees associated with development of the Project shall be paid by the Applicant at the time such fees become payable as provided by Buellton Municipal Code or otherwise stipulated in this approval (whichever date is sooner), and the amount payable shall be based on the fee schedules adopted by the City and then in effect at the time such fees become payable.
  12. **Acceptance of Conditions.** The Applicant shall acknowledge and agree to all conditions of this approval within 60 days of the notice of final action, evidenced by the Applicant's signature on the space provided at the end of this document. The Applicant shall record this document on title to the subject Property prior to or concurrently with the filing of a Zoning Clearance. The Applicant, and all successors or assignees, are responsible for complying with all conditions of approval. Any zoning violations concerning the installation, operation, and/or abandonment of the Project are the responsibility of the Applicant, and all successors or assignees.

## **B. ENVIRONMENTAL MITIGATION MEASURES**

### **Aesthetics**

13. **AES-1(a) Lighting/Compatibility.** 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. 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.

14. **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.
15. **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.
16. **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

17. **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

18. **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
19. **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.

20. **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
21. **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.
22. **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.
23. **AQ-3(d) Gravel Pads.** Gravel pads shall be installed at all access points to minimize tracking of mud onto public roads.
24. **AQ-3(e) Volatile Organic Compounds (VOC).** Low VOC asphalt and low VOC architectural coating will be used whenever feasible.
25. **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.
26. **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.
27. **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.
28. **AQ-3(i) Construction Equipment Requirements.** In order to reduce NO<sub>x</sub> 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.
29. **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.
30. **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

31. **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.
32. **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 (Split Face).
33. **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.

34. **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.
35. **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.
36. **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**

37. **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.
38. **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.

### **C. PLANNING CONDITIONS**

39. **Final Development Plan/Conditional Use Permit/Tentative Parcel Map.** Approval of the Final Development Plan (Case No. 11-FDP-02), Conditional Use Permit (Case No. 11-CUP-02), and the Tentative Parcel Map (Case No. TPM 31055) (the “Permit”) is granted to the Applicant for the Property as identified in the Project Description. Except or unless indicated otherwise herein, all driveways, parking areas, and other facilities or features shall be located and maintained substantially as shown on the exhibits accompanying the application for the Project.
40. **Development Time Frame.** Building construction must be started not later than five years after approval of the Final Development Plan, or if a Permit is issued within the five year period, construction must be diligently pursued thereafter, or this approval will be revoked pursuant to the Buellton Municipal Code. However, if the approved plans and adjacent areas are unchanged, the Planning Director may grant one additional 12-month extension of time for construction of the Project. Start of construction is defined as:
  - a. All zoning and related approvals are effective; and
  - b. All required building and grading permits have been issued; and

- c. The “foundation inspection” and “concrete slab or under floor inspection” as defined in the California Building Code have been made and received approval from the Building Department, i.e., all trenches must be excavated, forms erected, and all materials for the foundation delivered on the job and all in-slab or under floor building service equipment, conduit, piping accessories and other ancillary equipment items must be in place. Nothing in this definition shall be construed to alter the applicable legal standards for determining when vested property rights have arisen.
41. **Zoning Clearance.** As a condition precedent to obtaining building permits, and prior to improving any portion of the Property or commencing any work pertaining to the Project approved herein, the Applicant shall obtain Zoning Clearance from the Planning Director. Zoning Clearance shall only be granted upon satisfying all conditions precedent to construction as stated in these conditions of approval.
42. **Performance Standards.** The design, operation, and use of the Project and Property shall comply with all outdoor storage, trash collection design, performance standards, landscaping requirements, and lighting provisions of the Buellton Municipal Code. All exterior lighting shall be located and designed so as to avoid creating substantial off-site glare, light spillover onto adjacent properties, or upward illumination into the sky. In addition, the Property shall be maintained in strict compliance with the following additional standards:
- a. Use Limitations. No building or other improvement upon the Property shall be constructed, maintained, or used for any purpose other than that which is allowed by the Buellton Municipal Code or otherwise stipulated in the conditions of approval herein. Furthermore, the Property shall be maintained in strict compliance with the following additional standards:
- (1) Unobstructed Access. All driveways and areas designated for off-street parking shall remain accessible at all times. Except as allowed by revocable license approved by the City, parking shall not be allowed on driveways at any time.
  - (2) Vehicle Repair. No disassembly, repair or any other work shall be performed on any vehicle, machine, motor, appliance or other similar device shall be allowed on any portion of the Property except or unless such work and device is wholly removed from public view.
  - (3) Exterior Storage. No storage of any goods, materials or equipment shall be permitted on the Property except within the confines of fully enclosed buildings or as approved in the Final Development Plan.
- b. Prohibited Activities. No person owning, leasing, occupying or having charge or possession of the Property, or any portion thereof, shall maintain

or use the premises in such a manner that any of the following conditions are found to exist:

- (1) Fire and Explosion Hazards. Storage and transportation of flammable or explosive materials, as defined by the County of Santa Barbara Fire Department, which are provided without adequate safety devices against the hazard of fire and explosion and adequate firefighting and fire-suppression equipment and devices, standard in the industry.
- (2) Fissionable, Radioactivity or Electrical Disturbance. Storage or use of fissionable or radioactive material, if their use or storage results at any time in the release or emission of any fissionable or radioactive material into the atmosphere, the ground, or sewage systems, or any activities which emit electrical disturbances, affecting the operation at any point of any equipment other than that of the creator of such disturbance.
- (3) Glare, Humidity, Heat and Cold. Direct or sky-reflected glare, whether from floodlights or from high temperature processes, or humidity, heat or cold that is produced and is perceptible without instruments by the average person at the Property line.
- (4) Liquid and Solid Wastes. Discharge at any point into any public sewer, private sewage disposal system, or stream, or into the ground, of any material of such nature or temperature as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive elements, except in accordance with standards approved by the California Department of Public Health or such other governmental agency as shall have jurisdiction over such activities.
- (5) Odors. Emissions of odorous gases or other odorous matter that is produced in nuisance quantities at the Property line.
- (6) Particulate Matter and Air Contaminants. Emissions, including but not limited to, fly ash, dust, fumes, vapors, gases, and other forms of air contaminants which are produced from any facility or activity which are readily detectable without instrument by the average person at the Property line which can cause any damage to health, animals, vegetation or other forms of property, or which can cause excessive soiling at any point.
- (7) Vibration. Ground vibration that is produced and is discernible without instruments to the average person at the Property line. Ground vibration caused by motor vehicles, trains, aircraft, and temporary construction or demolition work is exempted from this standard.

- (8) Prohibition of Dangerous Elements. Land or buildings which are used or occupied in any manner so as to create any dangerous, noxious, injurious or otherwise objectionable fire, explosive or other hazard; noise or vibration; glare; liquid or solid refuse or waste; or other dangerous or objectionable substance, condition, or element in such a manner or such an amount as to adversely affect other uses.
- (9) Noise. Unless otherwise provided for, no person shall operate or cause to be operated any source of sound at or on the Property, or allow the creation of any noise on the Property owned, leased, occupied or otherwise controlled by such person which causes the noise level when measured on any receiving property to exceed the noise level limits set forth by the Buellton Municipal Code as adopted and amended.
44. **Fire Department.** The Project is located within the jurisdiction of the County Fire Department and shall comply with all applicable standards of that agency.
45. **Building Codes.** All building construction shall be designed and performed in accordance with the currently adopted California Building Code, and all other appropriate sections of the Buellton Municipal Code, State of California energy conservation standards and Title 24 handicap accessibility standards. All necessary plans and documentation shall be submitted at time of plan check including, but not limited to, complete architectural plans and appropriate engineering calculations prepared by a California Licensed Architect or Engineer.
46. **Grading and Drainage.** All building construction, grading and drainage shall be designed and performed in accordance with the currently adopted Excavation and Grading Code and all other appropriate sections of the Buellton Municipal Code and Santa Barbara Flood Control Design Standards dealing with grading, drainage and public improvements. Prior to construction, necessary plans and documentation shall be submitted for review and approval by the City Engineer including, but not limited to, complete civil engineering drawings, public improvement plans, utility specifications and appropriate engineering calculations prepared by a California Registered Civil Engineer.
47. **Construction Noise Reduction.** Prior to issuance of building permit, the Developer shall provide proof that all construction equipment utilizing internal combustion engines have mufflers that are in good condition. Stationery noise sources shall be located at least 300 feet from occupied dwelling units unless noise reducing engine housing enclosures or noise screens are provided by the contractor. Equipment mobilization areas, water tanks, and equipment storage areas shall be placed in a central location as far from existing residences as feasible.
48. **Final Occupancy Clearance.** No Final Building Inspection Clearance or release of occupancy will be granted for any building on the Property until all construction is completed and all improvements and landscaping associated with the Project are installed

- in accordance with the plans approved and the conditions specified herein. Exceptions to this requirement may be granted subject to: (i) approval of the City Engineer and Planning Director; (ii) assurance that unfinished items will be completed within a reasonable period of time (including, but not limited to, the posting of appropriate performance security to assure such completion); (iii) essential infrastructure necessary to serve the entire Project is fully installed; and (iv) public safety and convenience is appropriately protected.
49. **Property Maintenance.** The Project and Property, including the landscaping, shall be maintained in a continuous state of good condition and repair, in full compliance with all approved plans, specifications and conditions of approval. Corrective improvements shall be undertaken as necessary to continuously conform with and implement conditions of Project approval including, as applicable, repair, repainting and/or replacement of Project components as needed. Where a Project is found to be non-compliant, the Applicant shall adhere to City recommendations to bring the Project into compliance.
  50. **Community Design Guidelines/Architecture.** The Project shall be in conformance with the Community Design Guidelines. The design details and color of the Agrarian style architecture shown on the project plans shall be installed and maintained.
  51. **Landscape Surety.** Prior to issuance of a building permit, a surety for installation of the landscaping and irrigation, and for maintenance for one year, shall be posted in a form acceptable to the City. The surety estimate shall be submitted as part of the building permit submittal.
  52. **Landscape Installation.** Prior to obtaining Final Building Inspection Clearance, all landscaping and irrigation shall be completed and fully installed in accordance with the approved landscape plan. A letter from the landscape architect shall be submitted verifying compliance with the plans. The landscape and irrigation surety, less the one year maintenance portion, can be released at this time.
  53. **Landscape Maintenance.** Following installation, all landscaping shall be continuously maintained thereafter for a period of not less than one year or until such time that all plant material has been completely established. The Planning Director shall inspect or cause to be inspected all landscaped areas after the one year maintenance period. If the landscaping is healthy and established, the one year maintenance portion of the surety may be released.
  54. **Landscape Maintenance Agreement.** The Applicant shall acknowledge and sign the City's Landscape and Maintenance Agreement prior to issuance of the building permit. The Applicant, and all successors or assignees, are responsible for complying with all conditions of the Agreement. Any violations of the Landscape and Maintenance Agreement may result in Code Enforcement action.
  55. **Lighting.** All new exterior lighting fixtures shall comply with the design requirements of the Community Design Guidelines and shall protect dark skies.

56. **Signage.** The Master Sign Program as shown in the plans date stamped May 3, 2013, is approved. The calculations for the monument signs shall be changed on the Final Master Sign Program to 35 square feet per sign. Any additional signage will require approval by the Planning Director.
57. **Parking.** 195 parking spaces shall be maintained for the shopping center at all times. All parking spaces shall be striped in accordance with City of Buellton standards prior to issuance of the occupancy permit.
58. **Vesting Tentative Parcel Map.** The term "Vesting" is hereby removed from the Tentative Parcel Map.
59. **Village Specific Plan.** The project is subject to the standards and requirements of the Village Specific Plan.
60. **Outside Display and Storage.** Outside display and storage shall be limited to the areas shown on the site plan.
61. **Drive-Through Facilities.** Only two drive-through lanes shall be permitted. One shall be with Pad F and the second shall be with Pad E.
62. **CC&Rs.** Any CC&Rs developed for the project shall be reviewed by the City to ensure that there are no conflicts with the City's Municipal Code.
63. **Reciprocal Access and Parking.** A reciprocal parking and access easement shall be recorded as part of, or concurrently with by separate document, the parcel map.
64. **Bus Stop.** The City will evaluate the need for a bus stop being located on this property. The current bus stop is located just to the east of the site and has been working smoothly up to this point and may be the better location.
65. **Street Trees.** An additional four 24-inch box trees shall be placed along the Highway 246 frontage.

**D. ENGINEERING/FINAL DEVELOPMENT PLAN/CONDITIONAL USE PERMIT CONDITIONS**

**Prior to Grading Permit Issuance**

66. **Tract 31052/Public Improvements.** Prior to issuance of a grading permit for the project, Tract 31052 shall be recorded and all sureties for the public improvements needed to support the project pursuant to the Village Specific Plan shall be posted.
67. **Grading and Utilities Improvement Plans.** Applicant shall cause to be prepared by a Civil Engineer, registered in the State of California, grading and utilities improvement plans, including, but not limited to, street, water, sewer, and storm drain improvements. An engineering cost estimate shall be submitted with the grading and improvement plans along with any calculations, signed/stamped certifications and plan check processing

fees.

68. **Improvement Plans Specifications.** Plans for the improvements shall be drawn by a California Registered Civil Engineer. Drawings shall be prepared on 24-inch by 36-inch mylar (4 mil) showing all proposed improvements including, but not limited to, curbs, gutters, sidewalks, paving, driveway cuts, storm drains, street lights, utilities, and street trees.
69. **Soils Report.** At the time that Improvement Plans and/or Grading and Drainage Plans are submitted for review and approval by the City Engineer, two copies of a Soils Report, prepared by a California Registered Geologist or Soils Engineer, shall be submitted. The Report shall address soils engineering and compaction requirements, R-values, and other soils and geology related issues (including liquefaction) and shall contain recommendations as to foundation design, and paving sections, where applicable for the project.
70. **Erosion Control Plans.** Erosion Control Plans shall be completed and submitted to the City Engineer for review and approval. Appropriate BMP measures shall be undertaken at *all* times. This shall be in compliance with the Regional Water Quality Control Board requirements. NOI shall be filed. A SWPPP shall be developed for the project site by a certified QSD, draft copy shall be submitted for review prior to issuance of the grading permit. SWPPP shall be on-site at all times. Implementation shall be performed by a QSP.
71. **Hydrology Report.** At the time that Improvement and/or Grading and Drainage Plans are submitted for review and approval by the City Engineer, a complete hydrology/hydraulic report shall be submitted by the applicant's engineer determining the adequacy of the proposed drainage system and the adequacy of the existing downstream system. A rain fall frequency of twenty-five (25) years shall be used for sizing piping and inlet structures. If no overland escape is available, 100-year flows shall be used as the basis of design. Santa Barbara County Engineering Design Standards shall be used. In addition, the report shall discuss the required stormwater management plan requirements and the LID proposed for compliance. CASQA Manuals and Guidelines shall be used for references.
72. **Stormwater Management.** Development shall be undertaken in accordance with conditions and requirements of the State of California Regional Water Quality Control Board. Project Grading and Storm Drain Improvement Plans shall identify and incorporate Best Management Practices (BMPs) appropriate to the uses conducted on-site and during construction to effectively mitigate storm water pollution during construction as well as post-construction.

Stormwater management shall be incorporated in the improvement plans (low impact development). Pre and post development hydrology shall be consistent, considering flow volume and discharge. Design measures that minimize storm water run-off shall be incorporated. When possible, grading and drainage shall be designed so that the Effective Impervious Area is minimized. Examples include curb openings integration to enable run-off direction towards landscaped areas and impervious surfaces for

infiltration. A maintenance/water quality control plan shall be submitted and include an owner's statement that maintenance of facilities will occur regularly (at least annually) and will be ongoing. The plan shall include an annual maintenance report which must be signed/certified by the QSD/QSP, property owner and contractor and submitted to the Public Works Department.

73. **Improvement Plans.** Applicant shall submit improvement plans for concurrent review with the Santa Barbara County Fire Department and shall provide documentation of submittal along with grading and utility improvement plans to the City Engineer. A copy of the Fire Department approval shall be submitted prior to issuance of grading permit.
74. **Right-of-Way Improvements.** Driveway, sidewalk and any other improvements made within the public right-of-way shall be shown on a separate sheet. These improvements shall utilize City of Buellton standard details and provide for ADA access.
75. **Mylars.** Upon approval of the final plans, the applicant shall furnish original stamped mylars to the City Engineer for signature and reproduction for permitting purposes. A final Engineer's estimate shall be prepared (updated from the original submittal and shall utilize prevailing wage rates) and permit/inspection fees paid.
76. **Performance and Labor/Material Bond.** A faithful performance and labor/material bond for the grading and utilities (each to be equal to 100% of the final City Engineer's estimate of costs, which shall include a 20% contingency), or equivalent form of guarantee, shall be posted by the applicant. The bonds shall remain in effect until the completion of the project and a certificate of occupancy has been issued, at which time, 10% of the bond shall be retained for a warranty period of 1 year and until receipt of As-built Record Drawings and all fees paid.
77. **Grading Operations.** A geotechnical engineer or geologist licensed in the State of California shall provide guidance during grading operations and shall certify constructed pads and ensure all mitigation measures are properly implemented. Certifications and final reports shall be submitted to the City Engineer for approval.

#### Prior to Building Permit Issuance

78. **Grading Permit.** The applicant shall obtain a grading permit from the City Engineer prior to obtaining a building permit.
79. **Certification.** Rough grading certification by the geotechnical engineer shall be approved by the City Engineer prior to obtaining a building permit.
80. **Industrial Waste Discharge Permit.** The applicant shall obtain an industrial waste discharge permit, as applicable, from the City Public Works Department prior to obtaining a building permit.
81. **Parcel Map.** A Parcel Map shall be submitted by the applicant to the City engineer for review and approval. All conditions pertaining to the parcel map shall apply.

#### Prior to Occupancy Clearance

82. **Tract 31052/Public Improvements.** Prior to issuance of occupancy clearance for the first building, all public improvements associated with Tract 31052 needed to support the project pursuant to the Village Specific Plan shall be constructed and accepted by the City Engineer.
83. **As-Built Drawings.** The applicant shall complete all required improvements to the satisfaction of the City Engineer. The applicant shall furnish the mylar or a reproducible copy of the improvement plans to the City Engineer, modified to reflect field changes made during construction and stamped "As-Built Record Drawings."
84. **Water and Sewer Fees.** The applicant shall pay water and sewer utilities fees from the Public Works Department prior to occupancy. In addition, all pretreatment and FOG compliance requirements must be in place prior to payment of water/sewer fees and occupancy. In the event that the water use or sewer discharge amount increases beyond original estimates used to pay these fees, the applicant shall be required to pay the additional fees.
85. **Parcel Map.** Parcel Map must be approved prior to occupancy.
86. **Utility Easements.** Any required utility easements shall be offered for dedication as part of the Parcel Map and shall be supplemented with a separate Grant of Easement document for recordation.
87. **Maps and Easements.** All maps and easements shall be recorded prior to issuance of Certificate of Occupancy.
88. **Map Conditions.** All map conditions shall apply.

#### **General Conditions**

89. **Public Improvements Standards.** Unless superceded by Caltrans all public improvements shall be designed and constructed in conformance with The City of Buellton Standards, and when applicable, the Santa Barbara County Standards.
90. **Utility Easements.** Existing and proposed easements for all utilities shall be located and described on the engineering plans.
91. **Landscape Plans.** The applicant shall submit, for review and approval, landscaping plans with characteristics that maximize infiltration, provide retention, reduce irrigation and storm runoff, use efficient irrigation, and minimize the use of fertilizers, herbicides and pesticides; all to the satisfaction of the Planning Director.
92. **Drainage.** The applicant provides a design-level detailed plan and drainage report prepared by a registered engineer that includes pre-development drainage patterns and discharge rates for the project site. The plan shall provide information that proves the adequacy of BMPs selected, BMP location proposed, and sizing/configuration of BMPs. The report shall provide the detailed volume and velocity calculations so that the final improvements shall mimic the drainage patterns and discharge rate of the pre-development conditions.

93. **BMP's.** The applicant shall submit plans showing source control BMPs proposed as part of the project and a certified letter noting the implementation plans for said BMPs, to the satisfaction of the City Engineer. These features may be properly identified and included on the project's improvement plans.
94. **Structural Treatment BMP's.** The applicant shall submit a final Structural Treatment BMP Maintenance plans for any structural treatment BMPs proposed as part of the project, for City review and approval. The mechanism must ensure ongoing long-term maintenance of these BMPs, all to the satisfaction of the City Engineer.
95. **Potential Pollutants.** The drainage plan shall identify potential pollutants of concern and demonstrates that post-construction BMPs projects will reduce to the Maximum Extent Practicable the projects potential to add pollutants to storm water or to affect the flow rate or velocity of stormwater runoff after construction is completed. It shall also demonstrate that the post-construction BMPs incorporated into the project will prevent it from significantly degrading receiving water quality, or, causing or contributing to an exceedance of receiving water quality objectives
96. **Source Control and Structural Treatment BMP's.** The applicant shall submit a detailed plan that includes a combination of source control and structural treatment BMPs that at a minimum will:
- Control the post-development peak storm water runoff discharge rates and velocities to maintain or reduce pre-development downstream erosion;
  - Conserve natural areas; Minimize pollutants of concern from urban runoff through implementation of source control BMPs;
  - Remove pollutants of concern from urban runoff through implementation of site design, source control, and structural treatment BMPs implemented close to pollutant sources and prior to discharging into receiving waters;
  - Minimize directly connected impervious areas;
  - Protect slopes and channels from eroding;
  - Include storm drain stenciling and signage;
  - Include properly designed outdoor material and trash storage areas;
  - Ensure that post-development runoff does not contain pollutant loads that have not been reduced to the maximum extent practicable.
97. **Utility Poles.** All new utility services shall be placed underground and completed prior to any paving required for the project. No new utility poles shall be installed.
- All utility plans shall be coordinated with the respective utility companies and shall be submitted for review and approval by the City Engineer. All undergrounding shall be completed prior to any paving required for the project.

98. **Construction Hours.** Construction shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Weekend construction shall require special approval from the City Engineer and be limited to the hours of 9:00 a.m. to 4:00 p.m.
99. **Dust/Erosion Control.** Applicant shall enforce dust control as well as erosion control at all times. Site shall be maintained after mass grading to ensure that dust and dirt are contained until development progresses. Exposed areas shall be stabilized to prevent wind and water erosion as approved by the City Engineer.
100. **Truck Traffic.** Post development, truck traffic (especially delivery and trash) shall be limited to off-peak hours to minimize impact of turn movements with the public.
101. **Gas Station Opening.** The Village Specific Plan requires the integration of the service station located at the northeast corner of McMurray Road and Highway 246 into this project subject to approval of the gas station owners. The developer shall accommodate any future site changes to incorporate the adjacent service station lot should a successful agreement be achieved.

## **E. ENGINEERING/SUBDIVISION MAP CONDITIONS**

### **Prior to Grading Permit Issuance**

102. **Tract 31052/Public Improvements.** Prior to issuance of a grading permit for the project, Tract 31052 shall be recorded and all sureties for the public improvements needed to support the project pursuant to the Village Specific Plan shall be posted.
103. **Easement Dedication.** The applicant shall offer for dedication any utility easements required to accommodate the proposed water and sewer lines. Public Dedications shall be supplemented with Grant of Easement Deeds to the City of Buellton.
104. **Utility Bond.** A faithful performance and labor/material bond for the grading and utilities (each to be equal to 100% of the final City Engineer's estimate of costs, which shall include a 20% contingency), or equivalent form of guarantee, shall be posted by the applicant. The bonds shall remain in effect until the completion of the project and a certificate of occupancy has been issued, at which time, 10% of the bond shall be retained for a warranty period of 1 year and until receipt of As-built Record Drawings and all fees paid.
105. **Easements.** Any public or private easements required for drainage or access shall be described and shown on the Map.
106. **Hazard Determinations.** Any geotechnical hazard or other hazard determinations shall be shown on the map.
107. **Improvement Plans.** Applicant shall cause to be prepared by a Civil Engineer, registered in the State of California, grading and utilities improvement plans, including, but not limited to, street, water, sewer, and storm drain improvements. An engineering cost estimate shall be submitted with the grading and improvement plans along with any calculations, signed/stamped certifications and plan check processing fees.

108. **Mylars.** Plans for the improvements shall be prepared on 24-inch by 36-inch mylar (4 mil) showing all proposed improvements including, but not limited to, curbs, gutters, sidewalks, paving, driveway cuts, storm drains, street lights, utilities, and street trees.
109. **Additional Permits.** The applicant shall acquire additional permits from other affected agencies (Caltrans, Fish & Game, etc.) prior to grading permit issuance.
110. **Development Plan Conditions.** All conditions with the development plan shall apply.
111. **Stormwater Management.** Compliance with all Regional Water Quality Control Board regulations shall apply, including but not limited to stormwater management plans and water quality control plans.

#### **Prior to Building Permit Issuance**

112. **Parcel Map.** A Parcel Map shall be submitted by the applicant to the City Engineer for review and approval prior to the City Council approval and authorization to record. Said Map shall be prepared by a licensed Surveyor or a qualified Civil Engineer, registered in the State of California. Closure calculations shall be submitted with the Parcel Map along with adequate reference data, easement documentation, current title report and map check processing fees.

#### **Prior to Occupancy Clearance**

113. **Tract 31052/Public Improvements.** Prior to issuance of occupancy clearance for the first building, all public improvements associated with Tract 31052 needed to support the project pursuant to the Village Specific Plan shall be constructed and accepted by the City Engineer.
114. **Fees.** The Parcel Map shall be in substantial conformance with the approved Tentative Map and shall be subject to final review by the City Council prior to recordation, if a public easement is required for dedication. All applicable fees then outstanding at the time of Council approval shall be paid by the applicant prior to Map recordation including, but not limited to, outstanding balances owed for development and map processing. Copies of the recorded Final Map shall be filed by the applicant with the City Engineer and Planning Director.
115. **Recordation.** The Parcel Map and all applicable private and public easements must be recorded with the County Recorder.
116. **Public Improvement Completion.** The applicant shall complete all required public improvements to the satisfaction of the City Council. Prior to accepting the public improvements, the applicant shall furnish the original mylar or a reproducible copy of the improvement plans to the City Engineer, modified to reflect field changes made during construction and stamped "Record Drawings." Public improvements shall only be accepted after: (i) all items required are completed to the satisfaction of the City Engineer; and (ii) a Notice of Completion is filed by the City Engineer and accepted by the City Council.

#### **General Conditions**

117. **Phase I Environmental Site Assessment.** Prior to recordation of the Parcel Map, the Applicant shall have an environmental auditor (appropriately certified by the State of California and approved by the City Engineer) submit to the City Engineer a Phase I environmental site assessment for review and approval as to those portions of the project which are proposed for dedication to the City. The report shall state that all property within the boundaries of the map and any property being dedicated to the City (i.e., streets and off-site easements) have been evaluated for hazardous materials. The Phase I Assessment shall have been prepared no more than two years prior to submitting the offer to dedicate. Should additional assessment be required, the Applicant shall have a Phase II environmental site assessment performed at his sole cost.

Should there be any form of contamination found; the Applicant shall comply, at its sole expense, with all measures and recommendations contained in the environmental site assessment report approved by the City Engineer for the handling, removal, and disposal of any hazardous materials found at the property. The City will not accept any property dedication until the site has been proven clear from all known contaminants and a report is received from the consultant stating that the site in question is clean.

## **F. FIRE DEPARTMENT CONDITIONS**

### **General Notice**

118. **Fire Protection Certificate.** Fire Protection Certificate(s) will be required.
119. **Hazardous Materials.** Stop work immediately and contact the County Fire Department, Hazardous Materials Unit (HMU) at 805-686-8170 if visual contamination or chemical odors are detected while implementing the approved work at this site. Resumption of work requires approval of the HMU.

### **Prior to Vertical Construction the Following Conditions Shall be Met:**

120. **Access Ways.** All access ways (public and private, road and driveways) shall be installed, made serviceable and maintained for the life of the project.
- Access shall be as shown on plans dated March 4, 2013.
  - Surface shall be paved.
  - A minimum of 13 feet, 6 inches of vertical clearance shall be provided and maintained for the life of the project for emergency apparatus access.
121. **Fire Hydrants.** Eight new fire hydrants shall be installed.
- The fire department shall have on file a set of approved fire hydrant plans prior to any work being started.
  - Fire hydrants shall be located per fire department specifications and shall flow 1250 gallons per minute at a 20 psi residual pressure.
  - Fire hydrants shall be installed as shown on plans dated March 4, 2013.
  - Commercial fire hydrants shall consist of one 4-inch outlet and two 2-1/2-inch outlets.
  - The system shall be tested by the fire department to ensure compliance.

- A set of approved fire hydrant plans, stamped and dated by the fire department shall be kept at the job site and available upon request.
- Water systems shall be installed exactly as the approved fire hydrant plans dictate. No changes or modifications to these plans shall take place without prior fire department approval.
- No work shall be covered or otherwise rendered inaccessible or unviewable prior to inspection by a fire department representative.

**Prior to Occupancy Clearance the Following Conditions shall be Met:**

122. **Fire lane Signs.** Signs indicating “Fire Lane – No Stopping” shall be placed every 150 feet as required by the fire department. Refer to current adopted California Fire Code.
123. **Fire Extinguishers.** Portable fire extinguishers are required and shall be in accordance with the current adopted Santa Barbara County Code Chapter 15.
124. **Fire Sprinklers.** Santa Barbara County fire sprinkler requirements shall be met.
- Fire sprinkler plans shall be approved by the fire department prior to installation.
  - A set of approved plans, stamped and dated by the fire department shall be kept at the job site and available upon request.
  - The fire department shall determine the location of any fire department connection (FDC) that may be required.
  - FDC shall be labeled per NFPA 13.
  - Water systems shall be installed exactly as the approved plans dictate. No changes or modifications to these plans shall take place without prior fire department approval.
  - No work shall be covered or otherwise rendered inaccessible or unviewable prior to inspection by the fire department.
125. **Alarms.** Santa Barbara County alarm requirements shall be met.
- Automatic fire or emergency system plans shall be approved by the fire department.
  - Alarm panel locations and annunciator graphics shall be approved by the fire department prior to installation.
126. **Recorded Addresses.** Recorded addressing for the buildings and suites is required by the fire department.
127. **Address Numbers.** Address numbers shall be a minimum height of 6 inches or 12 inches for commercial as required by the fire department.
- Address number locations shall be approved by the fire department.
  - Address numbers shall be a color contrasting to the background color.
  - The address number shall be elevated at least three feet from the ground for clear visibility and easy directional identification.
  - The numbers shall be visible from the access road when traveling in either direction.

128. **Knox Box.** A Knox Box entry system shall be installed.
129. **Development Impact Fees.** The applicant will be required to pay development impact fees. In accordance with Chapter 15 of the Santa Barbara County Code, the fee shall be computed per square foot on each new building, including non-habitable spaces, paid for the purpose of mitigating the incremental increase in needs for emergency services generated by the development.

Checks shall be made payable to the Santa Barbara County Fire Department and mailed to Santa Barbara County Fire Department.

Mitigation fees are subject to change prior to issuance of building permit. Estimated fees:

\$.10 per square foot for structures with fire sprinklers

\$.20 per square foot for structures without fire sprinklers

Final occupancy clearance will not be scheduled unless fees have been paid.

130. **Changes.** These conditions apply to the project as currently described. Future changes, including but not limited to further division, change of occupancy, intensification of use, or increase in hazard classification, may require additional mitigation to comply with applicable development standards in effect the time of change.

The application for a new building permit or time extension for the project may require further review and the imposition of current development standards and fees.

Non-compliance with conditions placed on this project could result in the issuance of a stop work order by the fire department, which may require additional fees and a delay in final occupancy clearance.

#### **G. COUNTY OF SANTA BARBARA BUILDING DIVISION**

131. **Soils/Geology Report.** A soils/geology report is required. The soils report to include conclusions and recommendations to minimize settlement (if needed) for liquefaction.
132. **Accessibility.** Provide a site accessibility plan detailing an accessible path of travel from the right-of-way to all buildings and between buildings. Provide the required number of accessible parking spaces.
133. **Buildings B, D and E.** If outdoor dining is proposed then these areas need to be included in the plumbing fixtures analysis.
134. **Restrooms.** In restrooms, doors cannot swing into the clear floor space between all fixtures.

- 135. **Building C1.** If used as a restaurant, the exits as shown may not meet the minimum separation of exits. Conform on the building plans and provide an exiting plan in compliance with current codes.
- 136. **California Green Codes.** Building plans shall include the requirements of the California Green Codes into the plans.
- 137. **Conditions of Approval.** Incorporate all City of Buellton discretionary conditions of approval and department condition letters into the plans.
- 138. **2013 California Codes.** Applications submitted on or after January 1, 2014, will be subject to the 2013 California Codes.

**H. FINANCE DEPARTMENT CONDITIONS**

- 139. **Outstanding Fees.** The Applicant shall pay all fees including, but not limited to, outstanding balances for processing by the City Engineer, Planning Department, Building Department, traffic mitigation fees, water connection fees, sewer fees, school fees, Fire Department mitigation fees, and any additional processing deposits as required prior to zoning clearance.

\_\_\_\_\_  
Property Owner Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Project Applicant/Agent/Representative Signature

\_\_\_\_\_  
Date

**Project Applicant/Property Owner Acknowledgement of Required Conditions of Approval**