CITY OF BUELLTON

PLANNING COMMISSION AGENDA

Regular Meeting of October 4, 2012 – 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 Fussel

PLEDGE OF ALLEGIANCE

Commissioner Reif

ROLL CALL

Commissioners Craig Adams, Foster Reif, Gerald Witcher, Vice Chair Art Mercado and Chair Jason Fussel

REORDERING OF AGENDA

APPROVAL OF MINUTES

1. Minutes of the regular Planning Commission meeting of September 6, 2012

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. 12-04 – "A Resolution of the Planning Commission of the City of Buellton, California, Recommending to the City Council the Approval of a Specific Plan Amendment (SP-12-01) for the Village Specific Plan Located on Assessor's Parcel Number 137-090-045, and Making Findings in Support Thereof"

   ❖ *This item pertains modifications to the adopted Village Specific Plan (Staff Contact: Marc Bierdzinski)*

OTHER BUSINESS

None

WRITTEN COMMUNICATIONS

PLANNING COMMISSIONER COMMENTS

PLANNING DIRECTOR REPORT

ADJOURNMENT

To the next regularly scheduled Planning Commission meeting of Thursday, October 18, 2012, 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 September 6, 2012 – 6:00 p.m.
City Council Chambers, 140 West Highway 246
Buellton, California

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Commissioner Adams led the Pledge of Allegiance

ROLL CALL

Present:	Commissioners Craig Adams, Gerald Witcher, and Vice Chair Art Mercado
Absent:	Commissioner Foster Reif and Chair Jason Fussel
Staff:	Public Works Director Rose Hess Staff Assistant/Planning Technician Clare Barcelona

REORDERING OF AGENDA

None

APPROVAL OF MINUTES

1. Minutes of the regular Planning Commission meeting of August 16, 2012

MOTION:
Commissioner Witcher moved and Vice Chair Mercado seconded the motion to approve the Minutes of August 16, 2012.

VOTE:
Motion passed by a 2-0 voice vote with abstention by Commissioner Adams due to his absence from the meeting.

PUBLIC COMMENTS

None

CONSENT CALENDAR

None

CONTINUED PUBLIC HEARINGS

None

NEW PUBLIC HEARINGS

None

OTHER BUSINESS

2. Highway 246 Safety Improvement Project

Public Works Director Rose Hess and Kent Yankee from MNS Engineers updated the Commission on the status and scope of work involved with the improvements on Highway 246 east of Avenue of Flags.

WRITTEN COMMUNICATIONS

None

PLANNING COMMISSIONER COMMENTS

None

PLANNING DIRECTOR REPORT

None

ADJOURNMENT

Vice Chair Mercado adjourned the meeting at 6:25 p.m. to the next regular scheduled meeting of the Planning Commission to be held September 20, 2012 at the City Council Chambers, 140 West Highway 246, Buellton, CA.

_____

Art Mercado, Planning Commission Chairman

ATTEST:

_____

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 No.: 2

To: The Honorable Chair and Commission Members

From: Marc P. Bierdzinski, Planning Director

Date: October 4, 2012

Subject: Resolution No. 12-04 – "A Resolution of the Planning Commission of the City of Buellton, California, Recommending to the City Council the Approval of a Specific Plan Amendment (SP-12-01) for the Village Specific Plan Located on Assessor's Parcel Number 137-090-045, and Making Findings in Support Thereof"

BACKGROUND/DISCUSSION

The Village Specific Plan was adopted by the City Council on September 27, 2007. The Specific Plan contained various sections on land uses, infrastructure, development standards, and phasing.

On August 28, 2012, the applicant submitted a request to amend the Phasing section of the Village Specific Plan. The requested Specific Plan Amendment is provided as Attachment 1. The complete Village Specific Plan is provided as Attachment 2.

The proposed amendment would completely replace "Section V.B Phasing" with the wording and exhibits contained in Attachment 1. Staff has reviewed the proposed amendment and is able to support the request.

The proposed changes relate to the following phasing items:

- Modifying the timing of the infrastructure construction so that either the retail or hotel portion only constructs those improvements necessary to support the particular use moving forward (as shown on Exhibits 1 and 2 of Attachment 1). In the current economy, asking either the retail portion or the hotel portion to complete all of the improvements is not cost effective for either use. The City will have complete public improvement plans for all of the required improvements along with a surety to guarantee the construction of the improvements. The proposed phasing change only allows each to use to construct their portion of these improvements, but all improvements are still a requirement of the developer. In other words, the City will still have the necessary leverage in place for completion of all public improvements.

- The current Specific Plan does not permit residential projects to move forward until the commercial projects reach certain milestones. The proposed amendment makes an exception for senior housing projects. Staff feels that the community supports senior housing and that this type of project should be able to move forward independent of the retail component of the Specific Plan.

ENVIRONMENTAL REVIEW

The amendment is adequately addressed in the prior environmental document for the Village Specific Plan. No further environmental review is required.

RECOMMENDATION

That the Planning Commission consider adoption of Resolution No. 12-04 – "A Resolution of the Planning Commission of the City of Buellton, California, Recommending to the City Council the Approval of a Specific Plan Amendment (SP-12-01) for the Village Specific Plan Located on Assessor's Parcel Number 137-090-045, and Making Findings in Support Thereof"

ATTACHMENTS

Attachment 1 – Specific Plan Amendment
Attachment 2 – The Village Specific Plan
Planning Commission Resolution No. 12-04

The Village Specific Plan
Amendment No. 1
Adopted _____
Ordinance No._____

The Village Specific Plan was adopted by the Buellton City Council on September 27, 2007, Ordinance No. 07-07.

As a result of current difficult economic and development conditions, to reduce the initial financing burden for hotel and commercial development, and to provide additional flexibility and development incentive for the planning and construction phasing of the Village Specific Plan area for commercial (retail/office), hotel, and senior housing uses, the Phasing section of the Village Specific Plan (Section V.B.-Phasing) is deleted and replaced with the following Section V.B.-Phasing.

V. Processing and Phasing

B. Phasing

The Specific Plan area is planned to be developed using the following phasing parameters:

Phase 1 – Construction of off-site improvements, loop road and associated backbone infrastructure:

The off-site improvements, loop road, and associated backbone infrastructure for the hotel and commercial areas of the Specific Plan may be developed independent of each other or may be developed concurrently. If the hotel area (Lot 1) is developed independently and prior to the commercial area (Lot 3), the improvements to McMurray Road, Highway 246 and Valley Vineyard Circle shall be as generally shown on Exhibit 1 (Lot 1 – Hotel Phase Public Improvements). If the commercial area (Lot 3) is developed independently and prior to the hotel area (Lot 1), the improvements to McMurray Road, Highway 246 and Valley Vineyard Circle shall be as generally shown on Exhibit 2 (Lot 3 – Commercial Phase Public Improvements). If the hotel and commercial areas are developed concurrently, the improvements to McMurray Road, Highway 246 and Valley Vineyard Circle shall be as generally shown on the combined Exhibits 1 and 2.

Exhibits 1 and 2 depict the general limits and nature of the Phase 1 improvements required. No hotel or commercial area Phase 1 improvements shall be constructed until the required improvement plans have been prepared and approved by the City Engineer/Public Works Director in accordance with City requirements. Rough grading shall be phased in conjunction with the off-site improvements, and shall include only those area(s) necessary to convey historic stormwater run-off that is interrupted by the phased improvements to an approved point of discharge.

Phase 2 – Development of the hotel or commercial areas and central park:

The Final Development Plan for the hotel or commercial area and the central park shall be submitted within five months after the approval of the associated hotel or commercial area Phase 1 improvement plans. A complete building permit application for either the hotel or commercial area and central park shall be submitted within six months of City approval of the Final Development Plan. Construction of

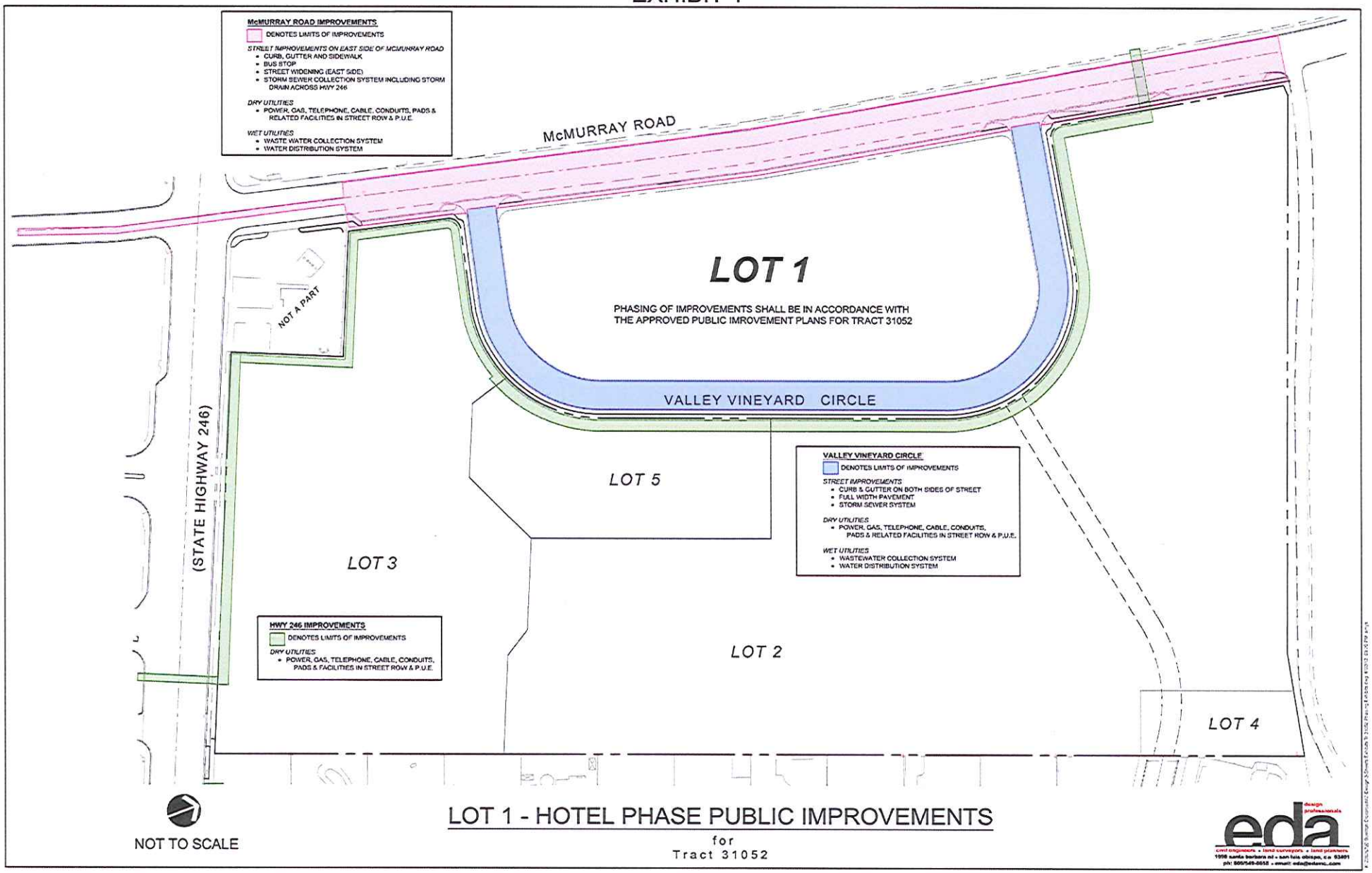
either the hotel or commercial area and central park shall begin within two months of building permit issuance. For either the hotel or commercial areas, the Phase 2 development may be processed concurrently with Phase 1.

Phase 3 – Development of the residential and pocket park areas:

Final Development Plans cannot be approved for a residential project (excluding senior housing projects) until a Final Development Plan has been approved for either the hotel or commercial area. Building permits for a residential project (excluding senior housing projects) cannot be issued until building permits obtained and foundations poured for either the hotel or commercial area. Development Plans for senior residential housing projects may be approved concurrent with or after the Phase 1. Building permits for senior residential housing projects may be issued any time after the Phase 1 improvements shown on Exhibit 1 (Lot 1 – Hotel Phase Public Improvements) are completed sufficient for the independent development of the senior residential housing project.

Pocket park plans shall be developed and approved concurrently with the first residential project development plans adjacent to the pocket park. Construction of the pocket park shall be complete prior to the first residential certificate of occupancy adjacent to the pocket park.

EXHIBIT 1



NOT TO SCALE

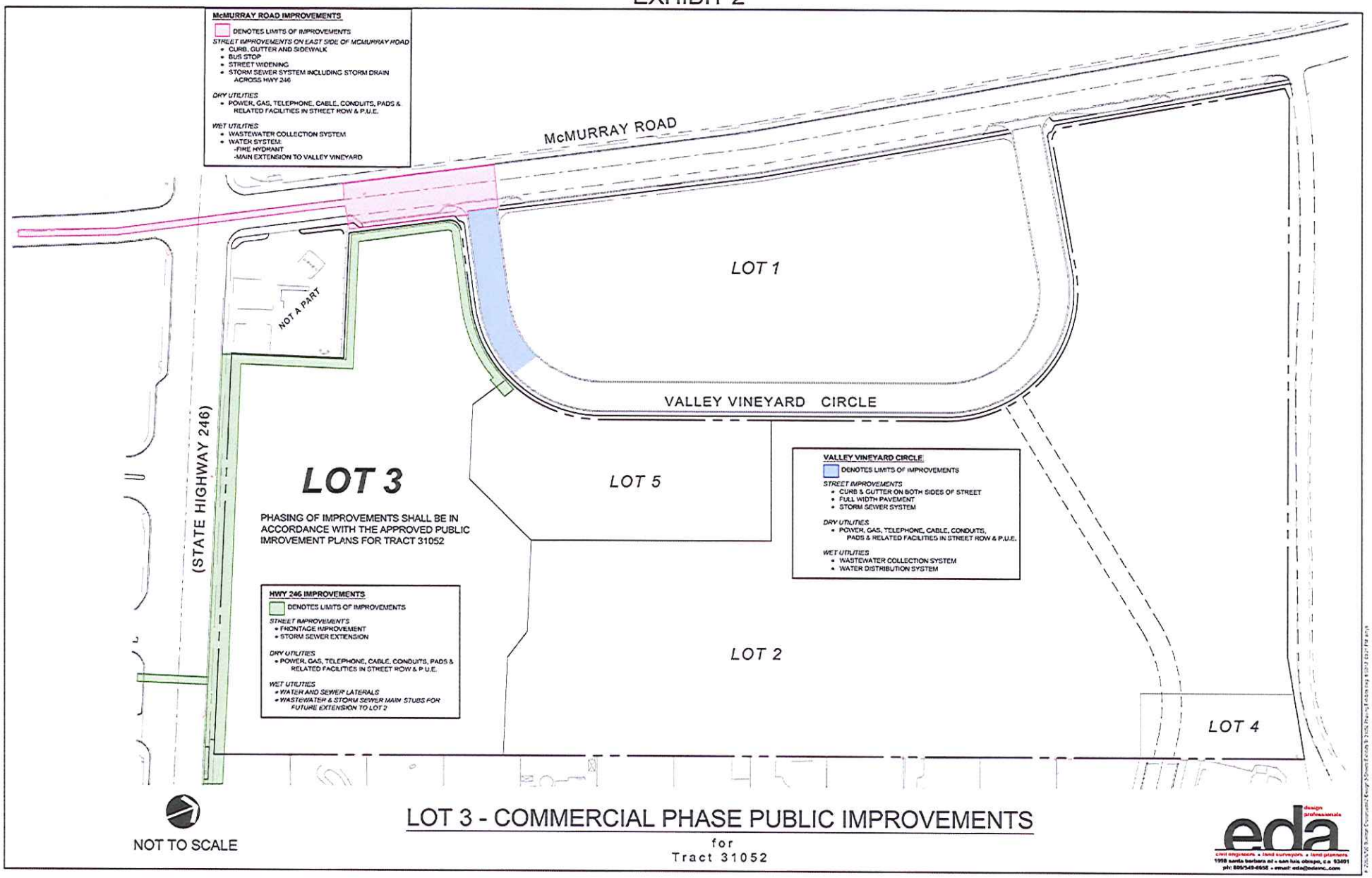
LOT 1 - HOTEL PHASE PUBLIC IMPROVEMENTS

for

Tract 31052

design professionals
eda
civil engineers • land surveyors • land planners
1998 santa barbara st • san luis obispo, ca 93401
ph: 805/549-8658 • email: eda@edaenc.com

EXHIBIT 2



NOT TO SCALE

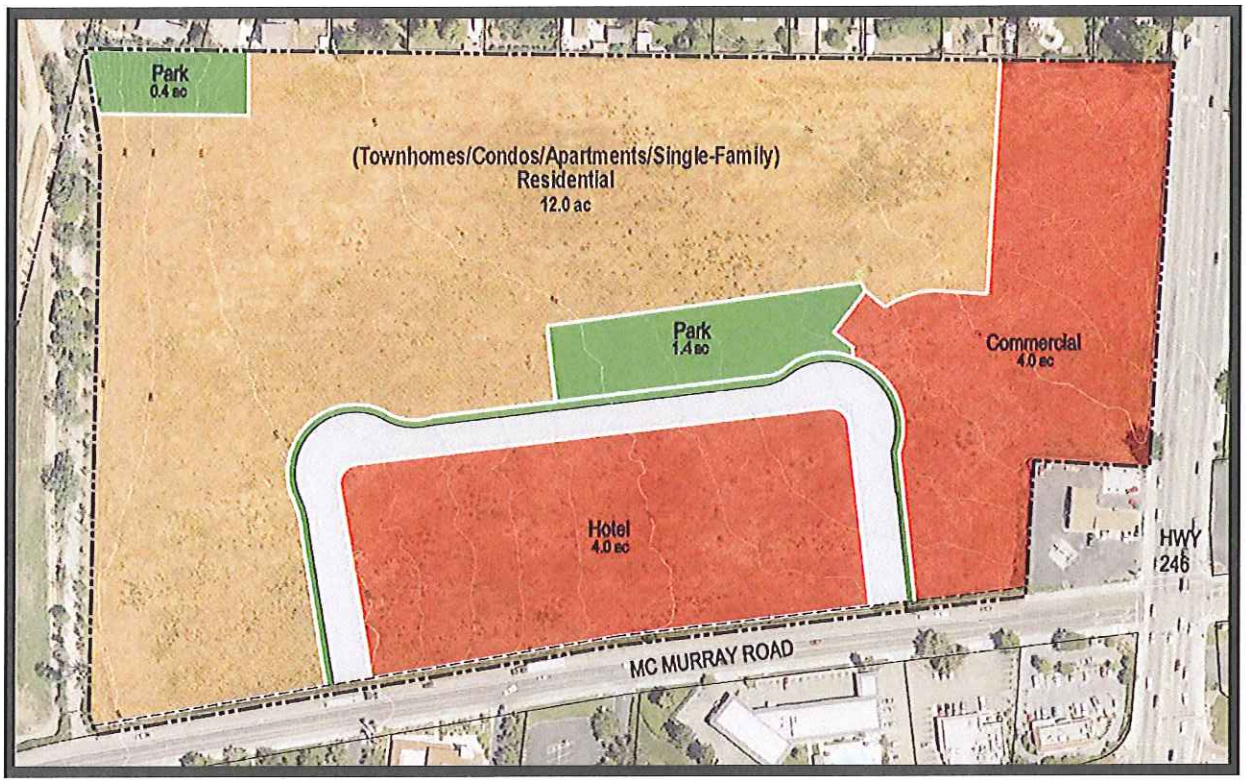
LOT 3 - COMMERCIAL PHASE PUBLIC IMPROVEMENTS

for

Tract 31052

eda design professionals
civil engineers • land surveyors • land planners
1998 santa barbara st • san luis obispo, ca 93401
ph: 805/549-8658 • email: eda@edaenc.com

ATTACHMENT 2



THE VILLAGE SPECIFIC PLAN

Adopted September 27, 2007
Ordinance No. 07-07

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I. GENERAL

A. Introduction

A Specific Plan is a planning document for a particular parcel or group of parcels that provides a more detailed and site-specific level of planning than is customarily found in a General Plan. The purpose of Specific Plan is to refine and implement the General Plan and Community Plan for a parcel of group of parcels in order to specifically guide future development. State of California Government Code Section 65451 establishes the minimum requirements for the preparation, contents and adoption of Specific Plans. A Specific Plan may be prepared by a planning agency or individual but must be adopted in the same manner as a General Plan. Since a Specific Plan is a planning tool to implement the General Plan, it must be found to be consistent with the General Plan. In January of 2001 the City Council of the City of Buellton adopted Ordinance No. 00-07, which established procedures for the adoption of Specific Plans.

The Village Specific Plan (the Specific Plan) applies to the property at the northeast quadrant of the Mc Murray Road and Highway 246 intersection, (APN 137-090-045). In conformance with the requirements of the Government Code the Village Specific Plan is a document which:

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

Once adopted by the City, the Specific Plan will have a role in the planning process that is identical to the General Plan. It does not provide approval of a precise project but will be used to guide future development and to evaluate future project proposals. It gives the City, project applicants and the public a framework for understanding what and how development should occur on the subject property.

B. Site Description and Surrounding Use

The property that is the subject of this Specific Plan ("the site") is located in the northeast quadrant of east Highway 246 and McMurray Road, Assessor's Parcel Number 137-090-045. The site is 23.86 acres in size and is bounded by McMurray Road to the west and Highway 246 to the south (see Figure 1). To the east lies a single-family residential neighborhood. The northeast corner of the McMurray Road and Highway 246 intersection is not a part of the site. This parcel is a 24,416 square foot commercial site currently occupied by a gas station.

The property is designated *Specific Plan* on the adopted General Plan land use map and zoned CR-SP (General Commercial-Specific Plan) (see Figure 2). The surrounding property land uses and zoning are as follows:

Hilltop driveway to a ranch zoned CR 2.14 acre site to the North

Highway 246 shopping center; zoned CR, 10 acre site to the South

Thumbelina Subdivision 13 single-family dwellings zoned RS-10 to the East

McMurray Road six parcels zoned CR to the West.

The site is currently undeveloped.

The topography is fairly flat with a gentle slope from the southeast up to the northwest corner. Elevations on the project site range from a maximum of 392.1 at the north property line, which drops to 377.4 for a majority of the north portion of the site then down to 363.9 at the south area flanking Highway 246. These numbers indicate a vertical drop 13.5 feet in approximately 1500 horizontal feet. The site drainage is toward the south. See Figure 3 for topographic information.

C. Overview of Existing Plans and Policies

The General Plan

As required by state law the General Plan serves as a "community's blueprint for the use and development of land within its planning area." The City of Buellton General Plan identifies and designates types and locations of land uses, and creates an overall set of policies to guide development within the City. The General Plan is comprised of the following elements:

Land Use –2005
Housing – 2004
Circulation – 2005
Conservation - 2007
Open Space - 2007
Safety - 2007
Noise - 2007
Economic Development - 2007
Public Safety - 2007
Parks and Recreation - 2007

Each element of the General Plan contains goals, policies and programs concerning that element which the Specific Plan shall incorporate.

D. Goals and Key Issues

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

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

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.

The types of land uses proposed and the overall site planning addresses the majority of the key issues of the Specific Plan. Where the land-use plan does not fulfill this objective, then specific programs, development standards and guidelines are proposed.

II. LAND USE

A. Introduction and Overview

The Land Use section of this Specific Plan describes the land use plan for the site. It will include a discussion of the types of land uses, their location and size, the uses permitted, and any standards that are specific to the land use plan. The description of and standards for specific issue areas of the Specific Plan, such as circulation, architecture, utilities etc., are presented in Sections III and IV of this document.

In adopting the City of Buellton General Plan, the City designated this site for General Commercial use, subject to a Specific Plan. The General Plan's goals for commercial development include providing expanded retail shopping options along Highway 246, pedestrian access to these commercial developments, parking that is screened from view, and some office uses may be provided in these areas, and adherence to the adopted Community Design Guidelines (November 2005). The Specific Plan site is generally composed of public commercial land uses including streets and plazas and residential units as shown below. This general makeup was derived following many meetings and workshops with City Council, the City Planning Commission, Planning staff and local citizens.

The land use plan for the Specific Plan is comprised of four primary land use components:

1. Commercial (Retail and Office), 40,000-55,000 s.f. (approximately 4 acres)
2. Hotel, 150 – 225 rooms and 100,000 – 200,000 s.f. (approximately 4 acres)
3. Residential (Single family, multi-family, assisted living), maximum 244 units, approximately 12 acres
4. Parks/Open Space, approximately 1.8 acres

Each of the selected land uses fills an existing need with in the City of Buellton and in some cases the needs of Santa Barbara County as a whole. In addition, these land uses have a complementary relationship with each other, which will create a synergy on the site.

Commercial (retail and office) and Hotel development shall not exceed approximately 255,000 square feet without revision to the Specific Plan. The hotel room maximum of 225 is an approximation as is the 40,000 to 55,000 square feet of retail. The Specific Plan will allow for either use to achieve its maximum only if the other use is reduced accordingly to ensure that the traffic volumes continue to comply with the approved traffic analysis. In addition, no more than fifteen percent (15%) of the total building area shall be used or occupied by a non-retail, non-sales tax generating use. Exceptions to this 15% threshold may be allowed on a case-by-case basis subject to issuance of a Conditional Use Permit.

The selected land uses have been located on the site to create interaction and cohesion among the uses on-site, to minimize the potential for conflicts between uses both on-site and off-site, and to successfully integrate the site into the surrounding community. Other factors that were considered in the lay-out of the land use plan were a) the visual and safety issues related to the presence of major travel corridors adjacent to the site b) harmonious and safe circulation of vehicular and pedestrian traffic throughout the site, and c) assuring

compatible land uses and buffering adjacent to the existing residential development to the east.

The following general development standards apply to all development on the site:

1. All development shall conform to the policies and standards of the General Plan and this Specific Plan. Land Use Polices L-3, L-11, L-23, L-24, L-27, L-28, and L-29 are referenced herein and can be found listed in Appendix A.
2. Proposed uses and development on the site shall not conflict with the goals and objectives of the Specific Plan identified in Section I of this document.
3. All development shall be integrated and coordinated through the use of appropriate site design, architectural and landscaping themes, common buffers, coordinated circulation patterns, and pedestrian access.

1. Commercial (Retail and Office)

The Commercial component of the Land Use Plan is designed to fill a need for a variety of shopping options that deliver the opportunities and benefits of larger scale retailers, within a pedestrian oriented village. This component is particularly beneficial to the community by generating tax revenue. In addition, these retail stores provide affordable goods and services that are often difficult to come by in smaller rural communities. In summary, the purpose of this land use designation is to add value to the community by diversifying retail activities, respecting the character and scale of Buellton, and complementing the more intimate commercial scale envisioned for Avenue of Flags. In short, a destination commercial center with community-based shopping, restaurants, and other retail uses that offers quantity, diversity and quality.

The Commercial component contains retail and potential office space. The Commercial component is comprised of a range of retail, restaurant, entertainment and office uses. The area creates space for family style restaurants, food courts, or other similar retail services.

Figure 5 shows that the Commercial component is concentrated along Highway 246 and oriented toward the internal roadway. The majority of the parking shall be located behind the buildings and screened from the Highway 246. The following factors have been considered in locating the Commercial land uses.

- The size and scale of the structural development necessary to accommodate retail is very different from that needed for the residences on site.
- A range of retail uses establish a specific destination to obtain needed goods. Therefore, they require easy access to parking areas. Visitors should be able to easily walk to and from the commercial area from the residential and recreational uses that surround it through defined paths and a pedestrian friendly atmosphere.
- Retail uses require good access from the larger vehicular circulation corridors: Highway 246 and Mc Murray Road. Visual access from these roads is also a critical parameter.

In addition to the approximately 40,000-55,000 square feet of building area, the Specific Plan's Commercial component shall include a parking area for vehicles as well as the required loading areas. The number of parking stalls shall be consistent with the parking standards contained in section 19.04.142 of the City of Buellton's Municipal Code. There

are three to four main points of vehicular access into the Commercial component as shown on the Circulation Access Plan (Figure 6) Pedestrian walkways and plazas shall connect the various sub-areas of this component and the other components of the Specific Plan.

The following development standards shall apply to the Commercial component of this Specific Plan:

1. The land use designation for the component shall be General Commercial and the zoning designation shall be General Commercial (CR).
2. The development standards for all the retail and commercial uses in the Commercial area are consistent with the standards depicted in the City's Municipal Code. However this Specific Plan reduces the rear setback from 50' to 25' to allow for the pedestrian-oriented mixed-use village setting (see Figure 7a). In addition, a 30' setback to the existing residential neighborhood along the eastern edge of the site will be maintained.
3. Uses allowed within the Commercial component of the Specific Plan include the following permitted and conditionally permitted uses in the General Commercial (CR) zone district identified at 19.02 of the City of Buellton Zoning Ordinance.

Permitted Uses

1. Auto parts Sales
2. Banks and Financial Services
3. Business Support Services
4. Broadcasting Studios
5. Furniture, furnishings and equipment stores
6. Grocery and liquor stores
7. Home Improvement/Building material stores
8. Mail order and vending
9. Personal Services
10. Plant Nurseries
11. Offices
12. Recreation and Fitness Centers
13. Retail Stores/General Merchandise
14. Department Stores
15. Theaters and Meeting Halls

Uses Permitted with a Minor Conditional Use Permit

1. Antennas, communications facilities, non CPUC- regulated
2. Churches and associated day-care and classrooms
3. State Mandated Recycling Collection Station

Uses Permitted with a Conditional Use Permit

1. Restaurants
2. Restaurants, Fast Food
3. Bars
4. Other uses not specified herein may be reviewed on a case-by-case basis through the Conditional Use Permit process.

4. Temporary events such as Farmer's Markets are encouraged in the Specific Plan area where part of the main village street can be closed off to vehicular traffic to provide a safe pedestrian environment in a plaza setting. Temporary events will require Planning Director approval as described in the Zoning Clearance language in Section 19.06.240 of the City's Municipal Code.

5. City review and approval of a Development Plan shall be required for all new construction, and a Conditional Use Permit shall be required for all uses requiring such a permit under a CR zone designation. Each Development Plan and Conditional Use Permit shall be reviewed for consistency with this Specific Plan as well as applicable policies and regulations of the City including, but not limited to, the Zoning Ordinance, Subdivision regulations, Fire Department requirements, Public Works standards, and the adopted Community Design Guidelines. Conditions of approval may be imposed by the City, including those which require design changes, as the City deems necessary and appropriate to make necessary findings set forth in Chapter 19.08 of the Buellton Municipal Code.

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

7. Development shall be planned in a manner that avoids conflicts between the parking demands of various business establishments.

8. The design and layout of the development shall cultivate positive architectural and landscape views from off-site, particularly from Highway 246 and McMurray Road.

9. Landscaping within the required buffers shall be designed to address the size, bulk, and scale of on-site development. The scope, character, use, operation, and maintenance of the special landscape features shall be subject to review and approval by the City in connection with a Development Plan.

10. The adjacent existing residential development shall be adequately buffered from the commercial area by the use of masonry walls. The wall will be boxed around existing power poles, by jogging in onto the Specific Plan site, to provide efficient access to the poles for maintenance. In addition 24" box deciduous and evergreen trees, consistent with the City's landscaping standards, will be planted along the west side of the wall to screen it and provide a natural transition.

11. The commercial area will also be adequately buffered from proposed adjacent residential development on site with a combination of a masonry wall and/or adequate landscaping.

12. Commercial service deliveries for various components of the development shall be appropriately regulated so as to minimize impact to adjacent residential development.

13. The design and layout of development shall provide the maximum opportunity for pedestrian access throughout the site in a manner that minimizes conflicts with vehicular traffic.

14. A well connected system of paths shall be integrated throughout the site to provide safe and convenient pedestrian access between the proposed land uses, particularly from the proposed residential units to the prominently placed parks and commercial village area.
15. As shown on Figures 7a – 7d, building setbacks are designed to minimize conflicts between uses, while supporting a well connected mixed-use village concept.
16. Gathering places such as plazas and outdoor spaces in front of restaurant uses shall be located in the commercial area and well connected by a system of pedestrian paths that meander through the site.
17. In order to promote a pedestrian friendly environment, drive-through facilities shall be prohibited unless it can be shown that the air quality impacts of the drive-through facility are less than those without the drive-through component. In addition, a drive-through facility may only be permitted if it does not interfere or conflict with the pedestrian nature of this area as determined by the Planning Commission.

2. Hotel

The purpose of the Hotel component is to provide a tourist serving use that is integrated efficiently into the site with a strong connection to the commercial village area. The Hotel space is strategically located adjacent to the centrally accessible park space, providing quality of life amenities. The proposed Hotel location is positioned along McMurray Road to allow for maximum street presence while being tied back into the plan area.

The Hotel component may be accessed from potential locations along the new public loop road and/or McMurray Road. To not interfere with the public's visual and functional accessibility, loading areas shall be sensitively isolated from public uses and building frontages. Service areas shall be accessed from the new public loop road to avoid undesirable conflict. Public plazas, fountains, paths and pedestrian connections to other components are an important amenities of the plan area The following development standards shall apply to the Hotel component of this Specific Plan:

1. The size of the Hotel component will depend ultimately on the user but is anticipated at approximately 100,000 – 200,000 square feet with 150-225 rooms.
2. The land use and zoning designation for the Hotel component shall be General Commercial (CR).
3. The development standards for the entire Hotel component are consistent with the standards depicted in the City's Municipal Code. However, this Specific Plan reduces the rear setback requirement from 50' to 15' to allow for flexibility in where the building is positioned on the site. The intent is to create a strong connection between the hotel site and the surrounding areas to produce an inviting pedestrian-oriented environment (see Figure 7a).
4. Uses allowed in the Hotel component of the Specific Plan include the following permitted uses.

Permitted Uses

1. Hotel

2. Hotel Support Services (Gift Store, Restaurant and Bar, Recreational Facilities, etc.)

5. City review and approval of a Development Plan shall be required for all new construction, and a Conditional Use Permit shall be required for all uses requiring such a permit under a CR zone designation. Each Development Plan and Conditional Use Permit shall be reviewed for consistency with this Specific Plan as well as applicable policies and regulations of the City including, but not limited to, the Zoning Ordinance, Subdivision regulations, Fire Department requirements, Public Works standards, and the adopted Community Design Guidelines. Conditions of approval may be imposed by the City, including those which require design changes, as the City deems necessary and appropriate to make necessary findings set forth in Chapter 19.08 of the Buellton Municipal Code.
6. The design and layout of the development shall be consistent with the community image the City of Buellton would like to preserve. This shall be achieved by the architectural theme and articulating the size, bulk and scale of the buildings through appropriate design.
7. Landscaping shall be designed to enhance the public plazas, water features, and walks and be responsive to the scale and character of the structural development. The intention is to allow these land uses to flow into the green spaces and provide a quasi public, pedestrian friendly area between the buildings and the planned park.
8. The design and layout of development shall provide maximum opportunity for pedestrian access throughout the site in a manner that minimizes conflicts with vehicular traffic.
9. The Hotel component is expected to reach approximately 3 to 4 stories in height of approximately 64'.
10 A water feature will be integrated into the Hotel component to provide a serene gathering space for the Plan Area.

3. Residential (Single Family, Multi-Family, Assisted Living)

The Residential land use component of this Specific Plan provides an area for up to 244 housing units. This designation provides a density ranging from approximately 6-25 dwelling units per acre. These units will appeal to young families, single professionals, senior citizens and "empty nesters" looking to downsize from a larger single family home. These single family, townhome, condo and apartment units provide excellent housing opportunities for young couples and families that are currently difficult to find in the City of Buellton and surrounding areas of Santa Barbara County. This housing area may also be appropriate for assisted senior living opportunities.

The Residential land use component shall be developed under Planned Residential Development standards as described in the City of Buellton Zoning Ordinance. Therefore minimum lot area, residential density, setbacks, parking, streets, open space, and maintenance shall have, as a baseline, the design standard requirements stipulated in the zoning. The clusters of residential units are situated on private access streets with private parking and landscape areas. These streets provide safe, semi-private places for access, neighborhood gathering, and informal play spaces for children. The pedestrian paths from

the residential areas shall provide direct links to the parks and the project's commercial village. Per the land use plan some of the units may have the opportunity to face onto the public plaza off of the main entry road.

The Specific Plan has located the Residential Housing component at the eastern and northern portion of the site. This location eliminates any conflict between land uses. Pedestrian access to the parks is safe and convenient for residents. In addition, walkways connect the Residential Housing component with the commercial village land use components for easy access to daily retail needs and services without reliance on an automobile. Vehicular access to the Residential Housing component is provided from access points provided off of the public loop road and the extension road that will also act as fire and emergency access to the Thumbelina neighborhood.

The following development standards shall apply to the Residential Housing component of the Specific Plan:

1. The land use and zoning designation for the Residential Housing component shall be PRD, and shall be developed in accordance with the City of Buellton's Planned Residential Development standards.
2. The total residential unit in the Residential Housing component is up to 244 units with a density range of 6-25 units per acre.
3. Building use types in this land use component would be consistent with the Buellton Municipal Zoning Code, and Policy H-10 of The Housing Element in the Buellton General Plan. As a point of reference, Policy H-10 notes the following:

   "H-10 – The City shall encourage the development of multi-family dwellings in locations where adequate facilities are available and where such development would be consistent with neighborhood character, including mixed-use projects in commercial zones."
4. The development standards for the Residential Housing component are consistent with the standards depicted in the City's Municipal Code. However, this Specific Plan allows for varying front setbacks with a 10' setback to front porches, a 15' setback to the building face, and the standard 20' setback to the garage face. The intent of these standards is to reduce the visual impact of garage doors along the street edge (see Figure 7a). In addition, a 30' setback to the existing residential neighborhood along the eastern edge of the site will be maintained.
5. Uses allowed in the Residential Housing component of the Specific Plan include the following permitted uses.

   Permitted Uses

   1. Townhomes
   2. Clustered Housing
   3. Condominiums
   4. Apartments
   5. Senior Housing (Active Adult and/or Assisted Living)
   6. Single Family Residential
6. City review and approval of a Development Plan shall be required for all new construction. Each Development Plan shall be reviewed for consistency with this Specific Plan as well as applicable policies and regulations of the City including,

but not limited to, the Zoning Ordinance, Subdivision regulations, Fire Department requirements, Public Works standards, and the adopted Community Design Guidelines. Conditions of approval may be imposed by the City, including those which require design changes, as the City deems necessary and appropriate to make necessary findings set forth in Chapter 19.08 of the Buellton Municipal Code.

7. Each unit in the Residential Housing component shall be provided a minimum of one covered parking space per studio or one bedroom and two covered parking spaces per two or more bedroom apartments. One guest parking space shall be provided per 5 units.
8. The Residential Housing land use component shall have access to the overall site pedestrian network.
9. The layout of the residential units will be clustered and the architectural theme of the units will be consistent with the small town, rural concept that the City of Buellton would like to preserve.
10. The design and layout of development in the Residential Housing component shall provide the maximum opportunity for pedestrian access throughout the site in a manner that minimizes the conflicts with vehicular traffic.
11. All new residential development is subject to conform to the 20% inclusionary requirements of Chapter 19.16 Affordable Housing of the City's Municipal Code. Units shall comply with regulations by the City's Affordable Housing Ordinance (i.e., retention and duration of affordability, compliance with development standards, target income mix, execution of an Affordable Housing Agreement, etc.).

4. Parks/Recreation

There is a recognized need for public parks within the City of Buellton. This need for public parks and open space is particularly acute for neighborhoods east of Highway 101. The purpose of the Parks/Recreation component of the Specific Plan is to address these needs with an active and passive use community park and neighborhood park totaling approximately 1.8 acres and a network of pedestrian paths and landscaping buffers and screening. The community park is located at the center of the Specific Plan area making it accessible to all users of the site. The community park serves as a buffer between different land use and an extension of the commercial village components. It is intended to serve not only those who live or work on the Specific Plan site but the citizens of the City of Buellton as a whole. The location at the center of the site removes the Parks/Recreation component from Mc Murray Road and Highway 246 making it a safe place for children to play, families to gather and provides a peaceful place to take a walk. The approximately 0.4 acre neighborhood park near the Thumbelina neighborhood provides space for items such as a basketball court or volleyball court and other amenities. The centrally located approximately 1.4 acre community park provides a gathering space with picnic tables and benches, and an active park area with room for active play fields and/or tot lots.

The following development standards shall apply to the Parks/Recreation component of this Specific Plan.

1. The total size of the two parks in the plan area shall be approximately 1.8 acres.

2. City review and approval of a Development Plan shall be required for all new construction. Each Development Plan shall be reviewed for consistency with this Specific Plan as well as applicable policies and regulations of the City including, but not limited to, the Zoning Ordinance, Subdivision regulations, Fire Department requirements, Public Works standards, and the adopted Community Design Guidelines. Conditions of approval may be imposed by the City, including those which require design changes, as the City deems necessary and appropriate to make necessary findings set forth in Chapter 19.08 of the Buellton Municipal Code.
3. This component of the Specific Plan shall be considered public and after implementation and development by the developer, ownership with the acceptance of the City Council shall be transferred to the City of Buellton.
4. Paths and walkways shall connect the Parks/Recreation components to the other land use components on the site to encourage pedestrian access.
5. Through the neighborhood park adjacent to the existing Thumbelina residential neighborhood, there will be an all weathered engineered access road with surface sufficient to handle fire and emergency vehicles.

Summary

Figure 5 provides a land use plan for the entire site. It is the cornerstone of this planning document. This map represents the culmination of many hours of land use planning which focused on achieving the goals of the Specific Plan and addressing the key issues identified in this document and the City of Buellton General Plan. Figure 7a provides a general guideline for setbacks within each land use area of the Specific Plan. It is not intended to provide detailed information about the actual design of the individual units. Sections III and IV of the Specific Plan provides standards and programs to support the land use map and ensure that future development is consistent with the City of Buellton General Plan and with the goals of this Specific Plan.

III. PUBLIC FACILITIES

The purpose of this section is to provide information on the types of services required for development of the Specific Plan, to identify the service provider, and to provide an estimate of service demand. Where necessary, development standards and programs are included.

A. Police and Fire Protection

Police Protection:

The Specific Plan area will be served by the City of Buellton Police Department, which is provided by the Santa Barbara County Sheriff's Department. The Buellton police substation is located at 140 West Highway 246. The City contracts with the County to have a deputy on duty at all times. The following is a breakout of the Buellton Police Department staff; (1) Lieutenant, (1) Deputy (per 12 hour shift), (1) Community Resource Deputy, and (1) Detective (approximately 13 hours/week each). The City of Buellton

Police Department strives to maintain police protection at a ratio of one officer for approximately every 1,200 residents. The Department maintains a response time goal of five minutes for 90% of all High Priority (i.e., life threatening) calls.

Fiscal conditions may impact the County's ability at the time of this Specific Plan writing, to realize that goal. The population of Buellton is currently small enough that the one deputy with a patrol car on duty at all times is adequate. Additional support is available from other sheriff deputies in the county as well.

The uses proposed in the Specific Plan are intended to serve the existing population and provide housing for the expected population growth of the City. Using the factor of 2.68 persons per occupied residential unit, the residential component of the Specific Plan could result in a population increase of 654 [2.68 x estimated 244 units]. This is a very high estimate since many of these units are much smaller and more appropriate for couples, and singles rather than larger families.

Fire Protection:

The County Fire Department provides fire protection to the Specific Plan site from Fire Station #31 which is located at 168 West Highway 246 near Industrial Way. According to the City of Buellton General Plan, this station is equipped with (1) fire engine with 1,500 gallons per minute (gpm) capacity, (1) brush truck, and (1) hazardous material tractor/trailer vehicle. The station employs (3) Captains, (3) Engineers, (3) Firefighters, and (3) Firefighter Paramedics for a total of twelve full-time firefighters. There is one member from each of the aforementioned positions on duty at the station at all times. The emergency response time within the City limits is within five minutes. Currently, the desired level of emergency service resources is stated as 1 to 1.3 firefighters per 1,000 population. The current firefighter per 1,000-population ratio for the Buellton station is 3.5, considering a staff of twelve full-time employees.

Additional population within the service area of 654 persons will not exceed the standard. Another standard used by the County Fire Department to determine the adequacy of fire protection service is a measure of response time. Given the location of Fire Station #31, the site is within the five-minute response time standard. As shown in Figure 6, there are at least two routes of ingress and egress for each land use component to provide for emergency access. A useful tool to address fire safety is a Fire Protection Master Plan. A Fire Protection Master Plan provides fire protection measures that can be incorporated into project design to reduce risk of fire.

The following development standard is proposed as part of this Specific Plan:

1. Prior to approval of any development plan for any component of the Specific Plan, a Fire Protection Master Plan shall be prepared and approved by the County of Santa Barbara Fire Department.

B. Water and Wastewater

Water:

The City of Buellton Public Works Department is the main provider of water service within the city limits. Per the City's General Plan water furnished by the City is supplied from the Buellton Uplands Groundwater Basin, five wells that draw from the Santa Ynez River Riparian Basin, and State Water Project. The filtered water is pumped to three

reservoirs located in the hills northwest of the City. The three reservoirs have capacities of 100,000 gallons, 300,000 gallons, and 850,000 gallons, with an overall storage capacity of 1.25 million gallons. Currently the City has the supply necessary to deliver 2,300 acre-feet of water annually compared to 1,146 acre-feet delivered in 2003 (Albrecht; September 2005). The City had an average delivery of approximately 1,150 acre-feet over the last five years.

City policies and development standards ensure that there is an adequate supply of water to serve any proposed developments. Therefore, prior to approval of any development that implements this Specific Plan; the availability of an adequate source of water must be demonstrated.

Per the revised EIR (Oak Springs Village Specific Plan EIR Addendum #3) the total demand for water for the Village Specific Plan project is 121.4 Acre-feet per year (AFY). The reclaimed water demand would be approximately 8.21 AFY. The City has the supply necessary to deliver 2,300 acre-feet of water annually compared to 1,260 acre-feet delivered in 2004 (Buellton General Plan SEIR, 2007). The City would retain excess water supply capacity following buildout of The Village Specific Plan area. Therefore, the Village Specific Plan would result in less than significant impacts related to water supply resources.

The following development standards are proposed to ensure that the Specific Plan is consistent with existing City policies:

1. Infrastructure improvements on site shall include dual plumbing systems for the use of reclaimed water for landscaping unless the City of Buellton Public Works Department determines that reclaimed water is not available for the development.
2. If a water feature is developed on the site, it shall be designed to include available water conservation techniques.
3. A majority of all the landscaping on site including that in the Parks/Recreation component are encouraged to use drought tolerant plant species.

Waste Water:

Waste water treatment for development within the Specific Plan site will be provided by the City of Buellton Public Works Department. Per the City's General Plan the City of Buellton Public Works Department maintains the sewage delivery and treatment facilities for approximately 1,525 connections and collects, treats, and disposes an average of 400,000 gallons of wastewater per day. The overall capacity of the City's existing wastewater treatment facility is 650,000 gallons per day. The City maintains one lift station and approximately 20 miles of collection sewers. All of the water is treated to secondary treatment levels and discharged to percolation basins located on the westerly side of the facility. The wastewater treatment plant currently meets or exceeds all permit requirements. There is sufficient capacity at the treatment plant to support full build-out of the Specific Plan.

Per the revised EIR (Oak Springs Village Specific Plan EIR Addendum #3) it is estimated that water generation at buildout of the Village Specific Plan area would be 80% of total water demand, or about 97.1 AFY which is equivalent to 86,673 gallons per day (GPD). The overall capacity of the City's existing wastewater treatment facility is 650,000 GPD, as compared to 400,000 GPD of wastewater currently generated in the City. With

implementation of the Village Specific Plan, the wastewater treatment plant would retain sufficient treatment capacity. Through appropriate mitigations measures The Village Specific Plan would not result in inadequate wastewater treatment and impacts would be less than significant.

C. Grading, Drainage, and Flooding

The Village Specific Plan site is generally flat with a gentle slope from the southeast up to the northwest corner. The site drainage is toward the south at a 1% gradient. Given the proposed layout of the land uses for the Specific Plan, some grading is required for parking lots, building pads, roadways, and recreation areas. The maximum depth of cut will be approximately 6 feet with the average depth of approximately 2 feet. Modifications to the existing topography are required to accommodate street and site drainage toward Mc Murray Road and Highway 246. The property immediately to the North of the specific plan site and the adjacent portion of McMurray Road will generate approximately 27 cubic feet per second during a 25-year design storm. The peak discharge from the Northerly neighbor however will increase if developed. The Specific Plan Site will generate approximately 52 cubic feet per second. Runoff from the Northerly neighbor and a portion of the Specific Plan Site will enter the proposed McMurray Road storm drain extension. The remainder of the Project Site will enter an existing storm drain located on the north side of Highway 246 that discharges into Thumbelina Creek. Drainage shall be addressed in the drainage plan submitted with the development plans. No detention basins are proposed as part of the project and the park will not be used for this purpose, either as an interim measure or as a permanent feature.

D. Traffic, Circulation, and Parking

Off-site traffic, on-site circulation and parking are very important issues to be dealt with in the Specific Plan. The purpose of this section is to describe the on-site circulation and parking that is proposed to support the Specific Plan, and to propose transportation improvement measures to address the increased traffic generated by the Specific Plan. The conclusions and recommendations in this section summarize those from the Traffic and Circulation Study for The Village Specific Plan prepared by Associated Transportation Engineers.

1. Existing Conditions

The existing circulation system at the Specific Plan Site is comprised of regional highways, arterial streets, and local collector streets. The major roadways include the four-lane north-south U.S. Highway 101, located west of the project site. To the south of the project site is the east-west four lane arterial State Route 246 that narrows to two lanes east of Mc Murray Road. Along the western edge of the site is two-lane Mc Murray Road. The residential collector street Freear Drive runs along part of the east edge of the property. Other near by roads includes the two-lane east-west Damassa Road that crosses Highway 101 from Mc Murray Road to the Avenue of Flags.

Existing operations of the roadway segments within the study area were analyzed using set traffic engineering design capacities. "Levels of Service" (LOS) A through F are applied. LOS A indicates very good operations and LOS F indicates poor operations. The City of Buellton considers LOS D as the desired minimum design level of service. Based on

average daily traffic volumes all roadway segments listed above are currently operating at LOS C or better.

The project's impact on the adjacent system has been evaluated by focusing on nine study-area intersections. Analysis of traffic flows examines the operating conditions of critical intersections during peak travel periods. These intersections are as follows:

State Route 246/ Avenue of Flags

State Route 246/ U.S. Hwy 101 southbound ramps

State Route 246/ U.S. Hwy 101 northbound ramps

State Route 246/ McMurray Road

State Route 246/ Freear Drive

Damassa Rd. / Avenue of Flags

Damassa Road / McMurray Road

Damassa Road/ U.S. Hwy 101 southbound ramps

Damassa Road/ U.S. Hwy 101 northbound ramps

The traffic volume data was collected in August of 2001 by ATE. The Highway Capacity Manual and the service criteria for the above roadway segments were also used in calculating the level of service for each intersection. All the above listed intersections are performing at LOS B or better during the P.M. peak hour.

2. Planned Improvements.

State Route 246 has recently been improved from McMurray Road to just west of Thumbelina Drive. The westbound approach from Thumbelina towards McMurray has two travel lanes, widened from the one late west of Thumbelina Drive. The eastbound approach from McMurray Road has two lanes and then narrows back to one lane east of Freear Drive. State Route 246 will have a left turn lane with a painted median the entire section.

3. Project Generated Traffic Volumes

This section provides estimates of the traffic generated by build-out of the Specific Plan. "New" trips generated by the project have been estimated using the Institute of Transportation Engineering, Trip Generation, 7th edition, was used. The project built out as described in this specific plan, would produce 5,167 average daily trips and 434 P.M. peak hour trips. The commercial, retail, office components would generate 3,484 ADT and 287 P.M. peak hour trips where as the residential component would be responsible for the remaining 1,608 ADT and 141 PM peak hour trips.

Per the current traffic analysis, the Village Specific Plan project presents no increase in PM peak hour trips as compared to the approved traffic analysis for the Oak Springs Specific Plan project. Therefore the Village Specific Plan is consistent with the approved FEIR and the identified mitigation measures.

4. Project Specific Impacts

Roadway Operations shall remain at LOS C or better for U.S. Highway 101, State Route 246 and the adjacent streets. The traffic study concludes that area roads have more than sufficient reserve capacity to accommodate project traffic.

Levels of service for existing plus the project scenario peak hour traffic volumes at the study-area intersections will operate in the LOS A-C range [under cumulative and revised Specific Plan Conditions]. The project would not have a significant impact to the study-area intersections, based on the City of Buellton impact threshold criteria.

5. Site Access and Circulation

By taking into account the recommendations from the Traffic and Circulation Studies several access improvements shall be provided. The Village development will be accessed by two driveways on McMurray Road, two driveways along Highway 246, and an emergency access easement through the residential area of the project from the Thumbelina neighborhood to the east. Caltrans approval will be required for access along Highway 246 and right-of-way acquisition/dedication will be required along the east side of McMurray Road. The general concept of on and off-site circulation is shown in Figure 6. The Highway 246 driveways will serve the commercial retail components of the project. The residential components and the hotel will be accessed from the new public loop road that connects to McMurray Road at two points. Frontage and driveway improvements along McMurray Road and Highway 246 are included in the Specific Plan. The driveways shall provide safe and efficient access and located at adequate distance from all intersections. The right in / right out access to Highway 246 is maintained, unless a signal has been installed, in this proposed amendment to the originally adopted Specific Plan.

A public loop road shall be created that enters the site from McMurray Road at points along the west edge of the development. This road shall continue into the site adjacent to the public park and provides access to all of the residential components of the Specific Plan site. This new road shall be designed as a two way street with parking on each side (along the northern and eastern edge), for 25 mph travel speed. Due to its low traffic volumes and slow vehicular speed the road is safe to share with bicycles. The street section shall be designed according to the section shown in Figure 10.

The main street coming off of Highway 246 may allow for parking on both sides of the street to create a pedestrian friendly environment by creating a separation between vehicular and pedestrian traffic. The road may narrow as it leaves the commercial village and approaches the loop road. The curved and narrowed roadway would be intended to slow traffic and allow for the opportunity to close that portion of the street off to vehicular traffic for temporary events such as a Farmer's Market.

On-site circulation routes shall be properly striped and signed according to the Manual on Uniform Traffic Control Devices. All pedestrian connections will be safe from vehicle conflicts and clearly articulated with paving and elevation variations. Public transit facilities shall be integrated to the overall site design and complement existing facilities.

Typical road sections through Highway 246 and McMurray Road are shown in Figures 8a, 8b, and 9. The location of all the illustrated street sections is shown on Figure 11.

There will be a right-of-way provided connecting the new loop road to Glenora Avenue. This is currently designed as not continuing through to the Thumbelina neighborhood. There will be a crash gate to allow emergency vehicle access between the two neighborhoods. The discontinued street will transition to approved paving or ground cover per Fire Department recommendations. The Circulation Plan in Figure 6 shows the possible location of this right-of-way which will travel through the neighborhood park

(along the eastern edge of the site) and proposed residential area and connect to the proposed internal loop road.

E. Resource Recovery

The disposal of solid waste is a pressing issue for human settlements as landfill space becomes scarce and expensive. The best approach for any community is to reduce the production of waste that must go to a landfill. Solid waste collection is provided by Health Sanitation Services, which is contracted by the City of Buellton. Valley Recycling provides curbside pickup of all recyclable materials to Buellton residents.

The following development standards are proposed to ensure that the Specific Plan is consistent with existing City policies:

1. An on-site recycling or composting program shall be established for all uses.

F. Schools

In the City of Buellton, local schools are operated by the Buellton Union School District and the Santa Ynez Valley Union High School District. The local school facilities are currently at or near maximum capacity. Jonata Elementary, Oak Valley Elementary, The Santa Ynez High School and a number of private schools serve the residents of Buellton. Currently, both school districts have standard mitigation fees for commercial and residential development. These fees are typically accessed on a per square foot of proposed development basis.

Increased school enrollment will occur as a result of the residential components of the Specific Plan. To estimate potential increases in enrollment, the County of Santa Barbara uses a factor of 0.6 primary school students per unit and 0.4 secondary school students per unit. Using these factors, full build out of the Specific Plan could result in 146 primary school students and 98 secondary school students. Multi-family use, for instance, would attract more singles, elderly citizens and families without children and the actual impact on the local schools may be much less. As development plans come forward for those phases that incorporate residential components, impacts will need to be appropriately calculated in order to facilitate the necessary mitigation

G. Utilities

With respect to the provision of utility service on the site, Southern California Gas Company (The Gas Company) will provide natural gas service, PG&E will provide electricity, and Verizon will provide phone service. All new utilities serving proposed development on site will be underground. Existing utility poles and power lines will remain in place.

In lieu of undergrounding the existing utility poles along the eastern property boundary, the applicant shall submit $160,000 to the City of Buellton for use in enhancing The Village Specific Plan property. The allocation of these funds shall be determined by separate action of the City Council. The funds may be used for open space/park enhancements, park maintenance, tree planting, and other aesthetic enhancements as

determined by the City Council. The $160,000 shall be submitted prior to the pouring of foundations for the hotel or retail component.

IV. RESOURCES AND CONSTRAINTS

Natural resources and constraints to development are factors, which play very important roles in land use planning for a site. The purpose of this section is to provide information on the resources, which exist on the site, or are affected by development of the site, and to discuss issues, which are constraints to development. Development standards are necessary to guide future project planning efforts and mitigate any potential impacts to resources. The development standards included in this section are intended to ensure that development takes place in a manner, which gives consideration to natural resources and constraints.

A. Air Quality

The Specific Plan affects air quality by emissions from construction activities and from the vehicular traffic associated with build-out of the Plan. The short-term air quality impacts associated with construction activities are generated by fugitive dust from grading operations and emissions from construction equipment. The Air Quality Management Plan (AQMP) for Santa Barbara County imposes appropriate restrictions and control measures on projects to address construction related air quality impacts. Circulation Element – Program 8 is referenced herein and is listed in Appendix B.

The long-term air quality emissions from build-out of the Specific Plan would occur as a result of project related traffic. The Specific Plan has addressed the potential for air quality impacts through, a) proposing a mix of complementary land uses b) the design of the site plan to be pedestrian oriented and encouraging alternative transportation modes, and c) the traffic improvement measures discussed in the traffic section of the plan.

B. Soils

The primary soil classification on the Specific Plan site is Ballard gravely fine loam 0 to 2% slopes (BbA) and Santa Ynez gravelly fine sandy loam (SnC). The BbA soil is well drained with moderate permeability and it is rated Class II. The SnC soil exhibits slow permeability with surface runoff that is slow to medium.

C. Biological Habitats

The project site is void of any trees, woodland or vegetative habitat and is not located within a riparian habitat area. There are no known rare or endangered species identified to exist on the site or surrounding area.

The following development standard is proposed as part of this Specific Plan:

1. Plant species for the landscape buffers and other areas outside of the Parks/Recreation area shall be native, drought resistant species.

D. Noise

The commercial land uses will create some noise levels higher than those of a typical residential development. This noise is most severe at the loading areas located at the rear of the buildings.

The following development standard is proposed as part of this Specific Plan:

1. In order to lessen any noise impacts from the Commercial Land Use components on the adjacent existing and proposed residential areas, buffer treatments shall be developed between the land-uses as shown on Figures 7b, 7c, and 7d. Delivery times for retail components immediately adjacent to the residential neighborhoods shall be appropriately scheduled.
2. A masonry concrete block wall will be used as a buffer between the proposed site and the existing residential neighborhood along the eastern edge of the site (see Figures 7b and 7c). Dense landscaping will be introduced along the western edge of the wall in the form of deciduous and evergreen trees to screen the walls and provide an additional sound buffer.
3. A combination of wall and/or landscaping shall be developed between the proposed commercial and proposed residential development on site to provide an efficient buffer between the two land uses (see Figure 7d).
4. Loading zones shall also be located as far from the residential areas as the building design may allow.
5. The use of loud speakers and other out dated methods of communication shall be prohibited.

E. Visual and Aesthetic Resources

The Specific Plan site is a highly visible site for the City of Buellton. The property can be seen from surrounding properties and roads, as well as from Highway 246 and McMurray road. With Highway 246 serving a large number of travelers the visual character of development on this site can help define the City's image. Additionally, due to the size of the site, future development may play a large role in defining the community character. At present the site appears as a large vacant field on a very prominent corner in the community. There is no substantial vegetation or structures that define the site as it currently exist.

The visual character of surrounding developments is very mixed and does not establish a single architectural style or theme. The City of Buellton adopted Community Design Guidelines in November 2005, as required by the General Plan (The 2005 Community Design Guidelines are referenced herein and are considered part of this document. A copy of these guidelines can be found on the City of Buellton website, at http://www.cityofbuellton.com/Projects). These guidelines address issues of architectural themes in commercial development, appropriate set backs, building height and mass, landscaping, lighting, signage, among other design related factors. These guidelines provide general direction of matters such as site layout building design and landscaping.

The plan area will be designed to complement the objectives of the Community Design Guidelines by pulling buildings up to the edge of sidewalks in the commercial area to

establish a street presence and buffer views of the parking areas. The guidelines in this section also ensure that streets within the plan area, such as the main street coming into the site off of Highway 246, retain a pedestrian-oriented character with wide sidewalks and amenities that encourage pedestrian activity. An effective transition from the plan area to the Thumbelina neighborhood is also important and will be encouraged through the guidelines and standards in this Specific Plan.

The Specific Plan provides for a scale of development that requires careful treatment in order to avoid creating a negative visual impact. The prominent location, size of the site, and scale of potential future development provide an outstanding opportunity to establish positive visual character for the community. The goal is to minimize and soften the aesthetic impacts of a large-scale urban development. The intent is to establish a common architectural theme for all components of the site, to integrate the various land use components of the site thorough cohesive architecture and landscaping, to avoid visual intrusions into the overall site design, and to visually enhance the street frontage along Highway 246 and Mc Murray Road.

The architectural theme that will be established for this Specific Plan area shall be consistent with the City's Community Design Guidelines The small rural town image is best achieved by the use of non-synthetic building materials, articulation and scaling, and appropriate building mass and form. The design shall incorporate elements that generate the appeal of a rural town of highest quality. As an overview, the guidelines provide general direction and techniques to implement the architectural theme established for the site. For example, the guidelines recommend pitched roofs (min 5:12), wood or fire resistant siding or brick exterior wall finish, earth tone colors, wood windows with divided lights, awnings and covered walk ways. The guidelines also provide techniques that may be used to establish functional environments for the various uses. These include the use of arcades, fountains, trellises, planters, and many other design elements. Signs are an important item in the visual presentation of buildings. They will be of particular importance in the commercial land use components of the Specific Plan. The City of Buellton has adopted sign regulations and the Community Design Guidelines addresses in more detail, the possible negative aesthetic impacts of signs. In addition to conforming to these guidelines, the Specific Plan requires that an Overall Sign Plan be prepared and approved for the commercial area of the development.

Landscaping on the Specific Plan Site will not be limited to required buffers. Landscape buffering of existing adjacent residential areas shall be consistent with that indicated in Figures 7b and 7c. Landscaping shall be incorporated into the entire site design to accomplish the following objectives:

Establish a unifying identity and landscape theme for the Specific Plan site.
Minimize the visual impact of proposed buildings and parking areas.
Create an outdoor environment of a comfortable human scale.
Identify and highlight pedestrian circulation routes to provide safe and comfortable walking areas.
Integrate the various land uses throughout the site.
Visually enhance street frontage along Highway 246 and McMurray Road.

All onsite lighting, including street lights, shall follow the design requirements of the 2005 Community Design Guidelines. Cobra head lights are specifically prohibited within the interior of the project.

V. PROCESSING AND PHASING

The purpose of this section is to review the process involved in adopting a Specific Plan for this site and the phasing plan for implementation of the Specific Plan.

A. Processing

As discussed in Section I of this document, a Specific Plan may be adopted in the same manner as a General Plan and must be consistent with the General Plan. The Land Use Plan for this Specific Plan is that shown in Figure 5.

An approved Specific Plan does not provide approval of a development project but will be used to guide future development plans and evaluate specific project proposals. Therefore, build-out of the Specific Plan will require submission and processing of the particular development plan application(s) required. Most uses will require a Development Plan, but others may require a Conditional Use Permit or just a Land Use Permit. This Specific Plan does not alter the City of Buellton's permit requirements or procedures. However, the Specific Plan should streamline the review and approval of any Land Use/ Permit applications that are substantially consistent with the plan. In addition to the development permit requirements, implementation of the Specific Plan will require a Tract Map to create individual parcels for the various land use components.

B. Phasing

The Specific Plan area is planned to be developed concurrently, but the following phasing parameters shall be followed:

Phase 1: Construction of all required off-site improvements, construction of the loop road and associated backbone infrastructure, and master grading of the site in preparation for the super pads throughout the site. A street lighting and landscape master plan (including the two park areas) would also be developed in this phase.

Phase 2: Development of the hotel and/or retail component and development of the 1.4 acre central park area of the Specific Plan. The Final Development Plan for either the hotel or retail component and the central park area shall be submitted within five months after the approval of the Phase 1 Improvement Plans. A complete building permit application for either the hotel or retail component and the central park area shall be submitted within three months of City approval of the Final Development Plan. Construction of either the hotel or retail component and the central park area shall begin within two months of building permit issuance. Phase 2 may be processed concurrently with Phase 1.

Phase 3: Development of the residential areas and the 0.4 acre pocket park area of the Specific Plan. Final Development Plans cannot be approved for any residential project until a Final Development Plan has been approved for either the hotel or retail component. Building permits for any residential development cannot be issued until building permits are obtained and foundations poured for the retail or hotel component.

C. Fees and Costs

Prior to issuance of construction permits for any approved development plans within the Specific Plan site area, the City Council, upon recommendation of The Planning Commission, must approve a comprehensive "master grading and utility plan" and a "street-lighting and landscaping master plan." The purpose of these plans is to articulate specific design details and the financial means for installing and maintaining public improvements. No detention basins are proposed are part of the project and the park will not be used for this purpose, either as an interim measure, or as a permanent feature. All extraordinary maintenance costs shall be borne by the developer through prepayment of long-term reoccurring costs, formation of a homeowners association or other means acceptable to the City. Extraordinary maintenance costs include, but are not limited to, parkway landscaping and thematic "non-sky polluting" street lighting.
All public utilities, infrastructure and landscaping that are necessary to serve any phase or component of the Specific Plan shall be borne by the developer at its sole expense and must be bonded prior to the granting of construction permits for the subject phase/ component.

Adoption of the Specific Plan does not constitute a vesting with respect to the payment of development fees based on charges in effect at the time of adoption. Rather, all development arising from the Plan's implementation will be subject to the payment of development fees then in effect at the time of permit issuance.

D. Zoning Clearance

Determinations of whether proposed uses are consistent with the development standards prescribed for the Specific Plan area shall be accomplished by means of zoning clearance in the time and manner provided in Section 19.08.100 of the Buellton Municipal Code. Exceptions to the 15% threshold for non-retail, non-sales tax, non-tot tax, and/or non-compliant commercial uses may be permitted subject to approval of a Conditional Use Permit. In addition to the findings required by the Buellton Municipal Code, no such Permit shall be issued without a finding that the proposed use is consistent with and affirmatively furthers the purpose and objectives of the Specific Plan, including, without limitation: (i) creation of a destination commercial center with a hotel and neighborhood retail, (ii) creation of a pedestrian-driven business village ; and (iii) enhancement/preservation of community scale and character through a variety of housing products.

Determinations of what constitute non-retail and non-sales tax generating uses shall be made by the City in connection with zoning clearances. In general, non-retail uses shall be considered as those activities: (i) not involving the sales of goods or services; or (ii) where such sales are clearly incidental and subordinate to the primary activity. Similarly, non-tax generating uses shall be considered as those activities: (i) not involving the sales of goods or services which are subject to the payment of sales taxes; (ii) where the sale of taxable

goods or services are clearly incidental and subordinate to the primary activity; or (iii) the ratio of taxable sales to floor area is less than 75% of the average of all taxable retail establishments doing business in the City.

E. Benefits to the Community

There are numerous benefits that will accrue to the community as a result of this Specific Plan. The Land use types proposed fulfill a variety of individual needs within the community. Visitor and local serving retail uses, public parks, and housing in the Specific Plan area will satisfy many land use needs of the community and the desires of the community's residents.

The site is so successful at accommodating these varied uses that development of this large site will be an enhancement for community development in Buellton. It is one of the largest sites in the urban area of Buellton to be planned at one time. This site provides an opportunity to set a positive tone and theme for future development in this community and will add to distinct identity of the area. The objective is to provide a mix of uses that will complement the City's downtown area along Avenue of Flags.

The uses proposed as part of the Specific Plan will attract the local residents to the site as well as the many travelers along Highway 246. The Specific Plan will have a positive effect on economic development by providing the opportunity for revenue in markets and businesses not yet represented in the City. The businesses themselves will provide a variety of employment opportunities. The available small-scale retail and office space will provide local residents with options for establishing their own businesses in town rather than having to commute to other larger communities in Santa Barbara County. New employment opportunities create secondary economic impacts on the local economy as new wage earners spend earned income on goods and services in the community.

The Specific Plan will provide a variety of housing types for the residents of Buellton. These housing units are within walking distance of the newly established employers and retail and services available. The park area will provide residents of the Specific Plan site and those of the City of Buellton with a safe, pleasant gathering place and children's play area. The network of pedestrian paths and bicycle lanes creates a human friendly place with convenient circulation options. The layout of the various land uses provides for the most logical and cohesive site plan. Potential impacts from traffic noise and visual impacts have all been minimized by the site's layout and design standards. When completed, the Specific Plan will create a model of good development for the region.

F. Existing Gas Station Site

The City encourages the Applicant to continue to work with the adjoining property owner of the gas station site to incorporate the property into the Development Plan. The landscape and design character from this Specific Plan would then apply to this property.

In order to cooperate with the City for the McMurray Road right-of-way acquisition from the gas station site, the Applicant shall reserve the landscaped area on the Village site (up to 10 feet wide) along the north property line of the gas station to the Redevelopment

Agency for potential transfer to the owner of the gas station site to offset the loss resulting from the right-of-way acquisition. This would allow the gas station to reconfigure their operations northerly onto the Village property thereby integrating it into the development. This scenario is predicated on acceptance by both the owners of the gas station site and the owners of the Village.

VI. APPENDICES

Appendix A

Relevant Land Use Policies from City of Buellton General Plan

L-3 Encourage locally serving businesses such as grocery stores, pharmacies, hardware stores, banks, day care, dry cleaning, and post offices, as well as schools, parks and social centers to locate within easy walking distance (generally ½ mile) of residences. Similarly, new residential neighborhoods should remain within easy walking and bicycling distance from the City center.

L-11 New development shall incorporate a balanced circulation network that provides safe, multi-route access for vehicles, bicycles and pedestrians to neighborhood centers, greenbelts, other parts of the neighborhood and adjacent circulation routes.

L-23 For property with a General Commercial (GC) land use designation and frontage upon Avenue of Flags or Highway 246, new residential development may only be allowed: (i) as part of mixed use projects, subordinate in character and scale to principal permitted commercial uses; (ii) located above or behind commercial uses facing the street; and (iii) where sufficient vehicle access and parking is provided for both residential and commercial uses. Exemptions to this policy may only be granted by a majority vote of the City Council when all of the following findings can be made: (i) compelling public interests are served (e.g., provision of affordable housing) or circumstances particular to a project or site warrant such an exemption (e.g., site characteristics, development constraints, neighborhood compatibility, environmental setting, community benefits and other relevant factors); (ii) the viability of the remaining commercial corridor is not jeopardized; and (iii) the City's economic ands fiscal goals are not compromised.

L-24 New commercial development shall be encouraged in Buellton along Avenue of Flags and Highway 246. In general, new commercial development should provide a wider range of retail shopping opportunities for the community.

L-27 Sidewalk areas in the commercial core along Avenue of Flags and Highway 246 should allow for the free flow and safety of pedestrians.

L-28 New commercial development should incorporate elements to encourage pedestrian access and to screen parked areas from public view.

L-29 Residences shall be allowed in conjunction with compatible commercial development on land designated General Commercial. The City shall encourage mixed use development as outlined in Program 3 of the Housing Element by adopting a variable limit for mixed use units, increasing allowed building heights, allowing off-street parking credits for onstreet and shared parking, and using a density definition that is adjustable for unit sizes. The mixed use development shall only occur in the General Commercial (CR) designation.

Appendix B

Circulation Element – Program 8

A Transportation Demand Management Plan shall be required to be submitted as part of the project proposal for all new, or expanding, non-residential discretionary projects over 100,000 sq. ft. The plan shall be active throughout the life of the project. The plan shall be site specific for the proposed development, and include:

a) An analysis of the expected travel behavior or employees and visitors to the site.
b) A description of the existing transportation/circulation system in the project vicinity.
c) A description of all feasible strategies that would be incorporated into the project to support on-site trip reduction efforts.

Feasible vehicle trip reduction strategies may include:

- Targets for an increase in average vehicle ridership for employees,
- Incentives for carpooling, transit ridership, and/or bicycling for employees and/or customers,
- Worker/customer transit incentives. Such incentives may include reduced work hours to coincide with transit schedules, employer-provided bus passes, and direct monetary compensation for transit ridership,
- Accommodating local shuttle and regional transit systems,
- Providing transit shelters,
- Providing secure storage lockers for bicycles at a ratio of one locker per ten employees,
- Establishing a park-and-ride lot consisting of twenty spaces, consistent with the requirements of Caltrans, or
- Including landscaping in parking lots which incorporates canopy trees to shade parked cars and reduce fuel evaporation from parked cars.

City of Buellton-Land Use Map

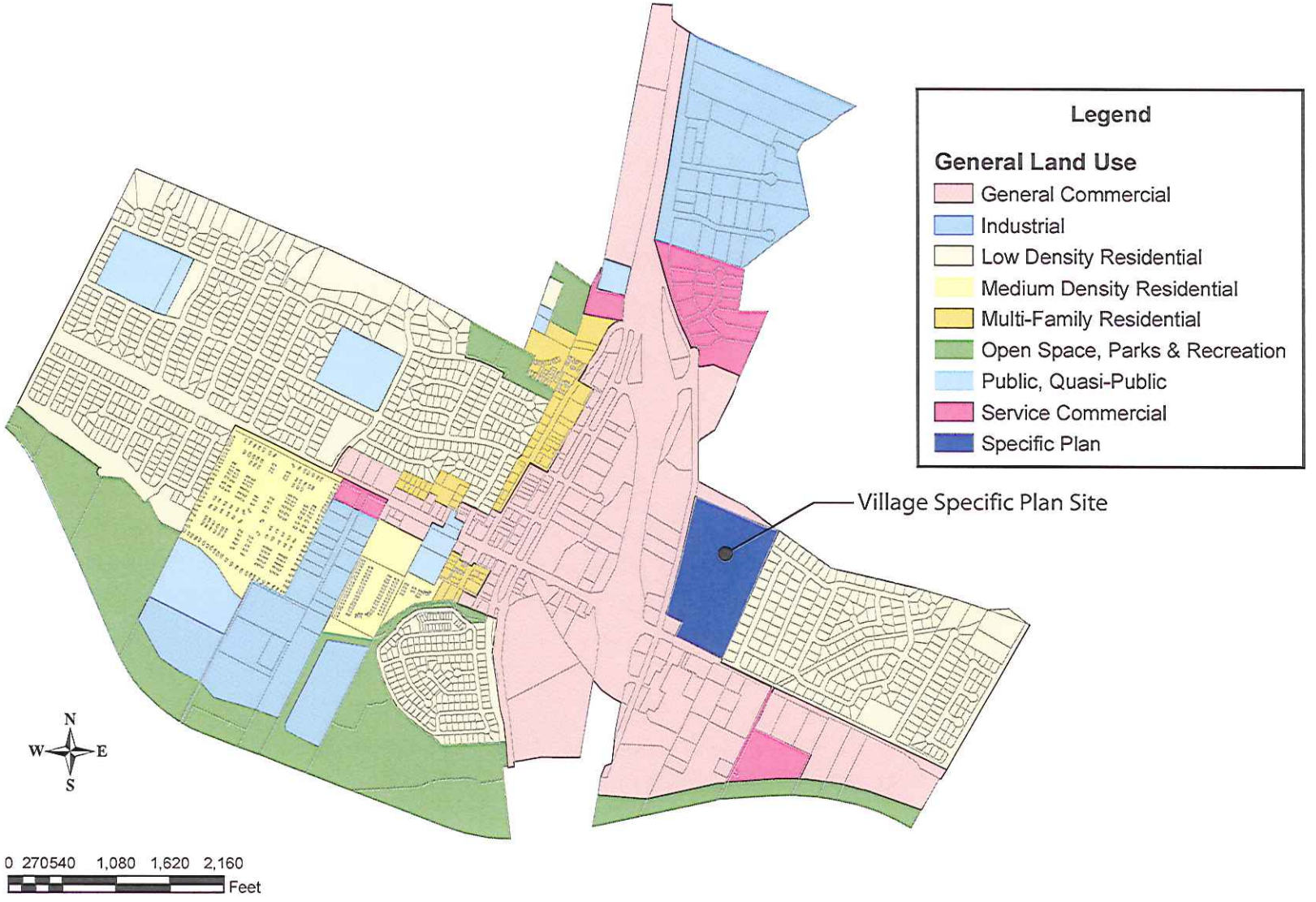
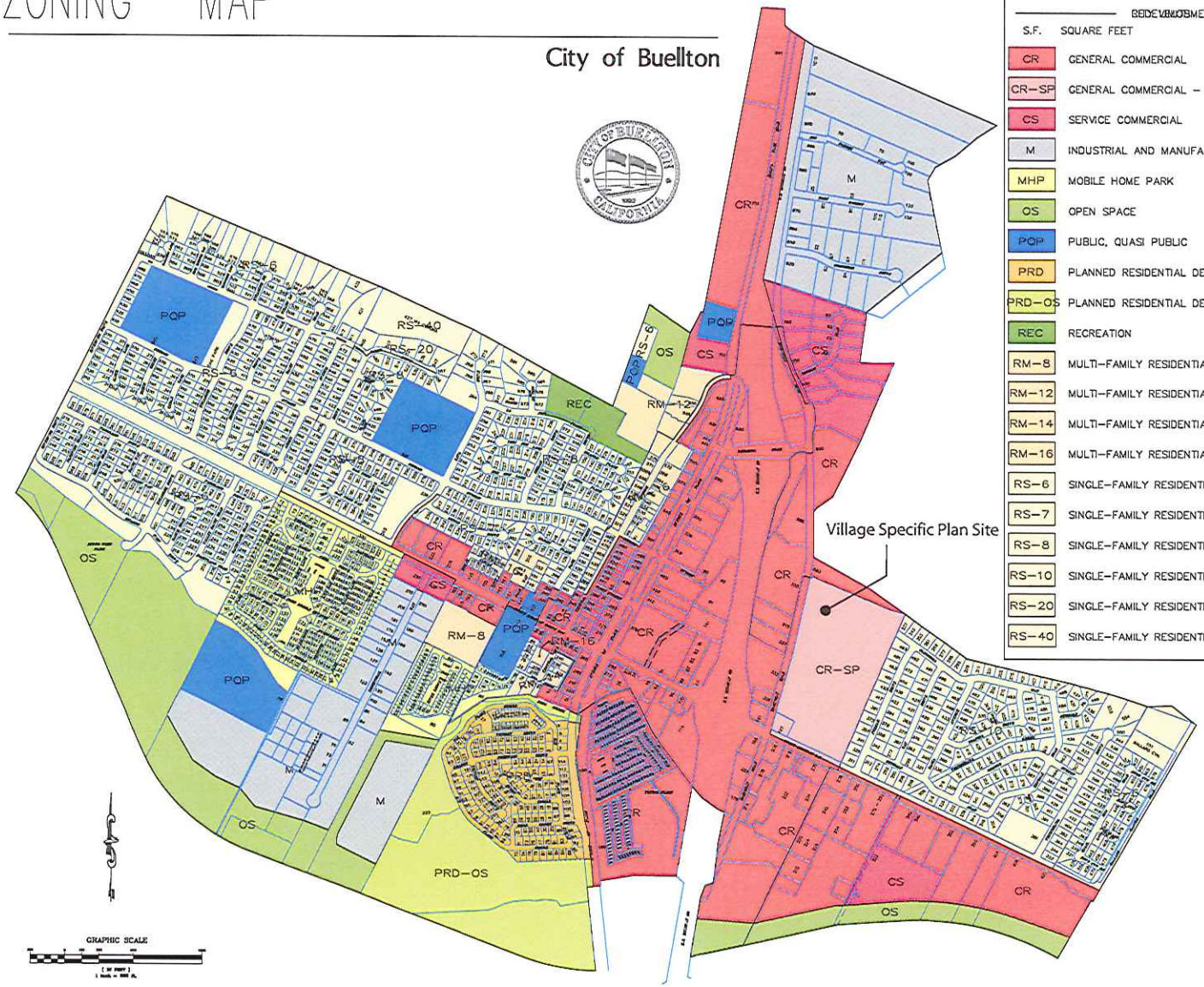


FIGURE 1

ZONING MAP

City of Buellton



LEGEND

	REDEVELOPMENT BOUNDARY
S.F.	SQUARE FEET
CR	GENERAL COMMERCIAL
CR-SP	GENERAL COMMERCIAL – SPECIAL PERMIT
CS	SERVICE COMMERCIAL
M	INDUSTRIAL AND MANUFACTURING
MHP	MOBILE HOME PARK
OS	OPEN SPACE
POP	PUBLIC, QUASI PUBLIC
PRD	PLANNED RESIDENTIAL DEVELOPMENT
PRD-OS	PLANNED RESIDENTIAL DEVELOPMENT – OPEN SPACE
REC	RECREATION
RM-8	MULTI-FAMILY RESIDENTIAL, 8 DWELLINGS PER GROSS ACRE
RM-12	MULTI-FAMILY RESIDENTIAL, 12 DWELLINGS PER GROSS ACRE
RM-14	MULTI-FAMILY RESIDENTIAL, 14 DWELLINGS PER GROSS ACRE
RM-16	MULTI-FAMILY RESIDENTIAL, 16 DWELLINGS PER GROSS ACRE
RS-6	SINGLE-FAMILY RESIDENTIAL, 6,500 S.F. MINIMUM LOT AREA
RS-7	SINGLE-FAMILY RESIDENTIAL, 7,000 S.F. MINIMUM LOT AREA
RS-8	SINGLE-FAMILY RESIDENTIAL, 8,000 S.F. MINIMUM LOT AREA
RS-10	SINGLE-FAMILY RESIDENTIAL, 10,000 S.F. MINIMUM LOT AREA
RS-20	SINGLE-FAMILY RESIDENTIAL, 20,000 S.F. MINIMUM LOT AREA
RS-40	SINGLE-FAMILY RESIDENTIAL, 40,000 S.F. MINIMUM LOT AREA

GRAPHIC SCALE

REVISIONS		
04/03	RLS	ZONING BOUNDARY & COLORS
01/04	RLS	CR-SP, PRD-OS & MHP EDITS
06/04	RLS	RM-12 & CS EDITS
11/05	RLS	CR & CS EDITS

FIGURE 2

City Limit
SITE
HIGHWAY 101
GLENNORA WAY
FREEAR DR
MC MURRAY RD
HIGHWAY 246
GRAPHIC SCALE
100' 0' 50' 100'
FIGURE 3
The Village
BUELLTON, CA
The Village Specific Plan:
Topography Map
June 18, 2007

FIGURE 4

The Village

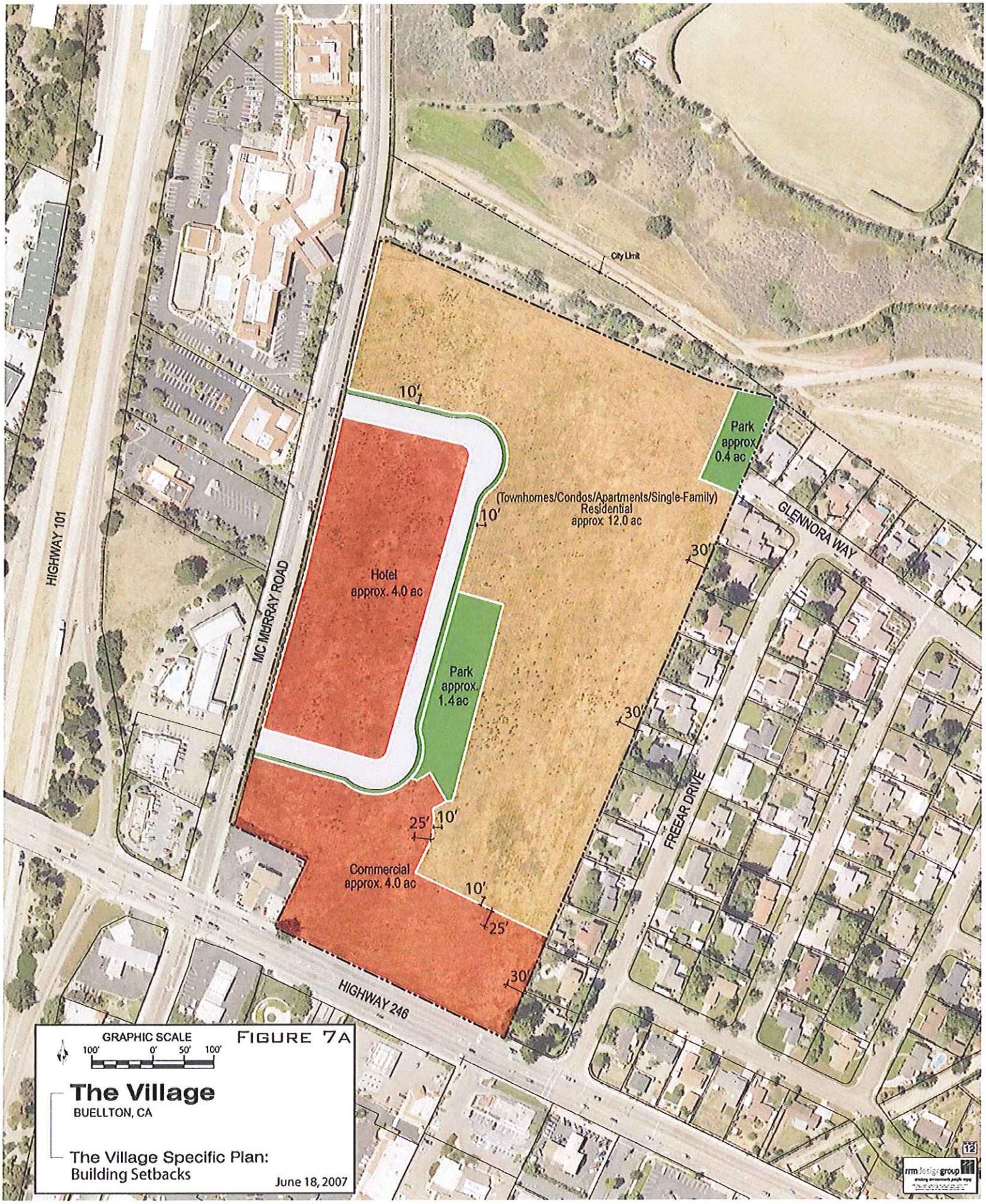
BUELLTON, CA

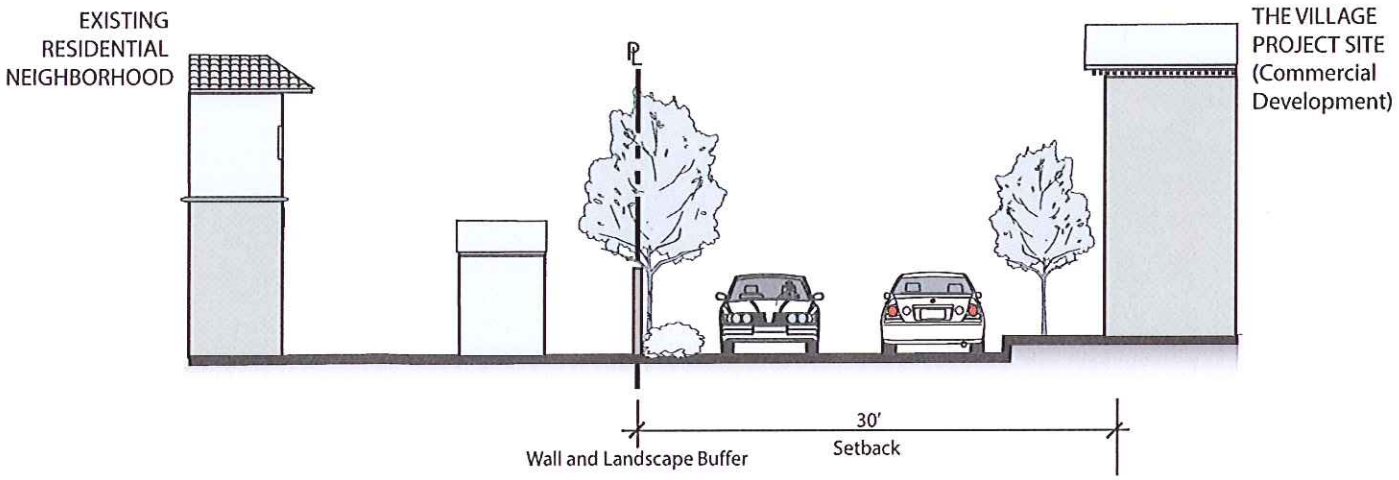
The Village Specific Plan:
Context Map

June 18, 2007

City Limit
HIGHWAY 101
MC MURRAY ROAD
Hotel
approx. 4.0 ac
Park
approx.
1.4 ac
(Townhomes/Condos/Apartments/Single-Family)
Residential
approx. 12.0 ac
Park
approx.
0.4 ac
GLENNORA WAY
FREEAR DRIVE
Commercial
approx. 4.0 ac
HIGHWAY 246
LEGEND
Property Boundary
10' Dedication off Mc Murray Rd.
approx. 12.0 ac
Townhomes/Condos/Apartments:
(6-25 du/ac, max 244 units)
approx. 8.0 ac
Hotel + Commercial (Retail + Office)
100,000-200,000 sq.ft. Hotel (150-300 rooms)
40,000-55,000 sq.ft. Retail + Office
approx 1.8 ac Parks
Roadways-Public ROWs
Notes: *Aerial photo from City of Buellton
GRAPHIC SCALE
120 0 60 120
FIGURE 5
The Village
BUELLTON, CA
The Village Specific Plan:
Land Use Plan
June 18, 2007
12
rrm design group

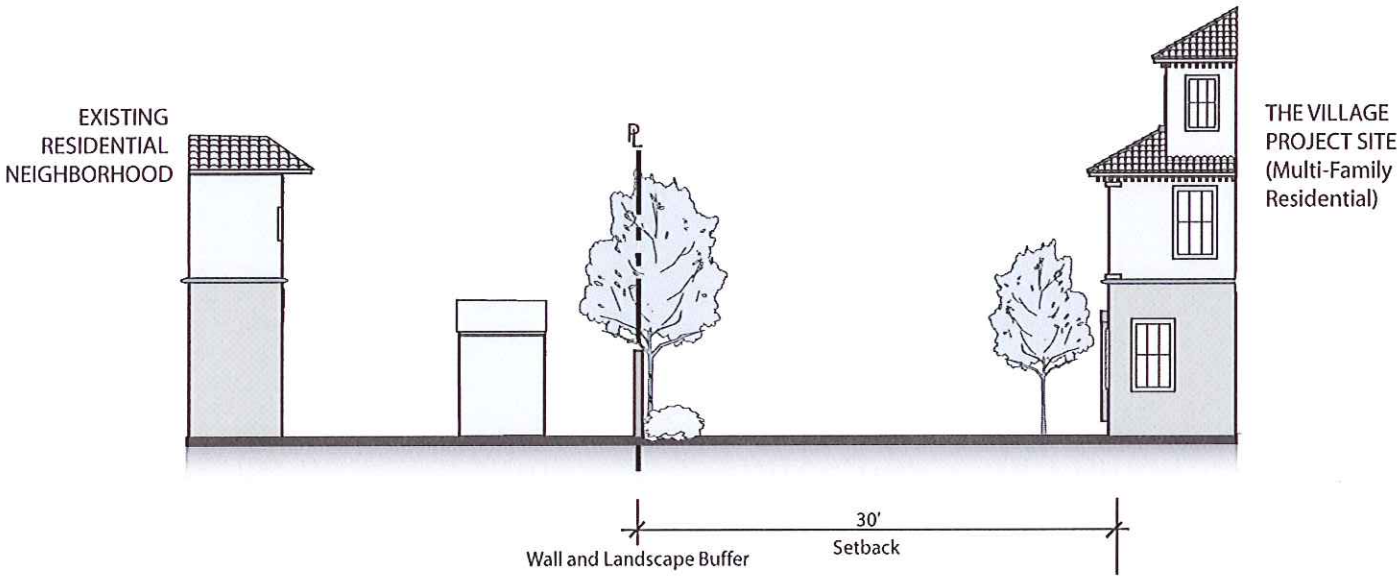
City Limit
HIGHWAY 101
MC MURRAY ROAD
Fire/Emergency Access
Park
approx.
0.4 ac
(Townhomes/Condos/Apartments/Single-Family)
Residential
approx. 12.0 ac
GLENNORA WAY
Hotel
approx. 4.0 ac
Park
approx.
1.4 ac
FREEAR DRIVE
Commercial
approx. 4.0 ac
HIGHWAY 246
GRAPHIC SCALE
100' 0' 50' 100'
FIGURE 6
The Village
BUELLTON, CA
The Village Specific Plan:
Circulation Access Plan
June 18, 2007
LEGEND
Vehicular Circulation
Pedestrian Circulation
Access
12
rrm design group


City Limit
HIGHWAY 101
MC MURRAY ROAD
GLENNORA WAY
FREAR DRIVE
HIGHWAY 246
Hotel
approx. 4.0 ac
Park
approx.
1.4 ac
Park
approx.
0.4 ac
(Townhomes/Condos/Apartments/Single-Family)
Residential
approx. 12.0 ac
Commercial
approx. 4.0 ac
10'
10'
10'
10'
25'
25'
30'
30'
30'
GRAPHIC SCALE
100' 0' 50' 100'
FIGURE 7A
The Village
BUELLTON, CA
The Village Specific Plan:
Building Setbacks
June 18, 2007
12
rrm design group



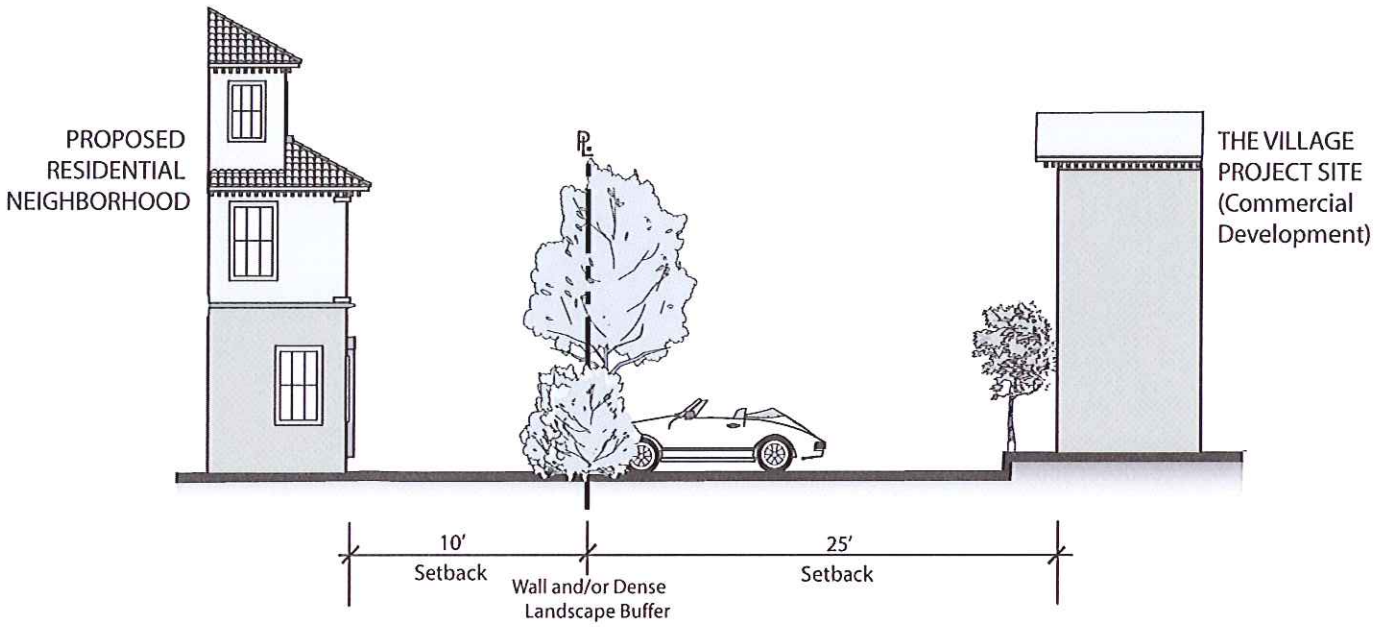
LANDSCAPE BUFFER AND SETBACK
PROPOSED COMMERCIAL TO EXISTING RESIDENTIAL SECTION

Figure 7b



LANDSCAPE BUFFER AND SETBACK
PROPOSED RESIDENTIAL TO EXISTING RESIDENTIAL SECTION

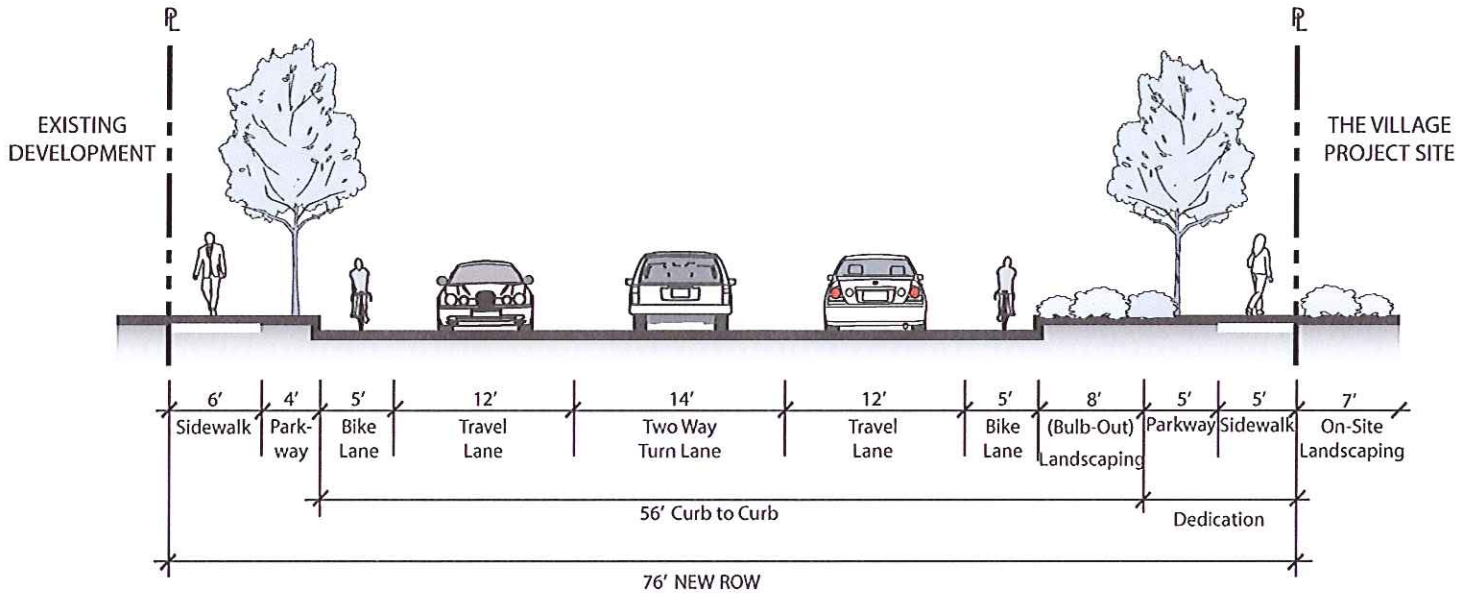
Figure 7c



LANDSCAPE BUFFER AND SETBACK

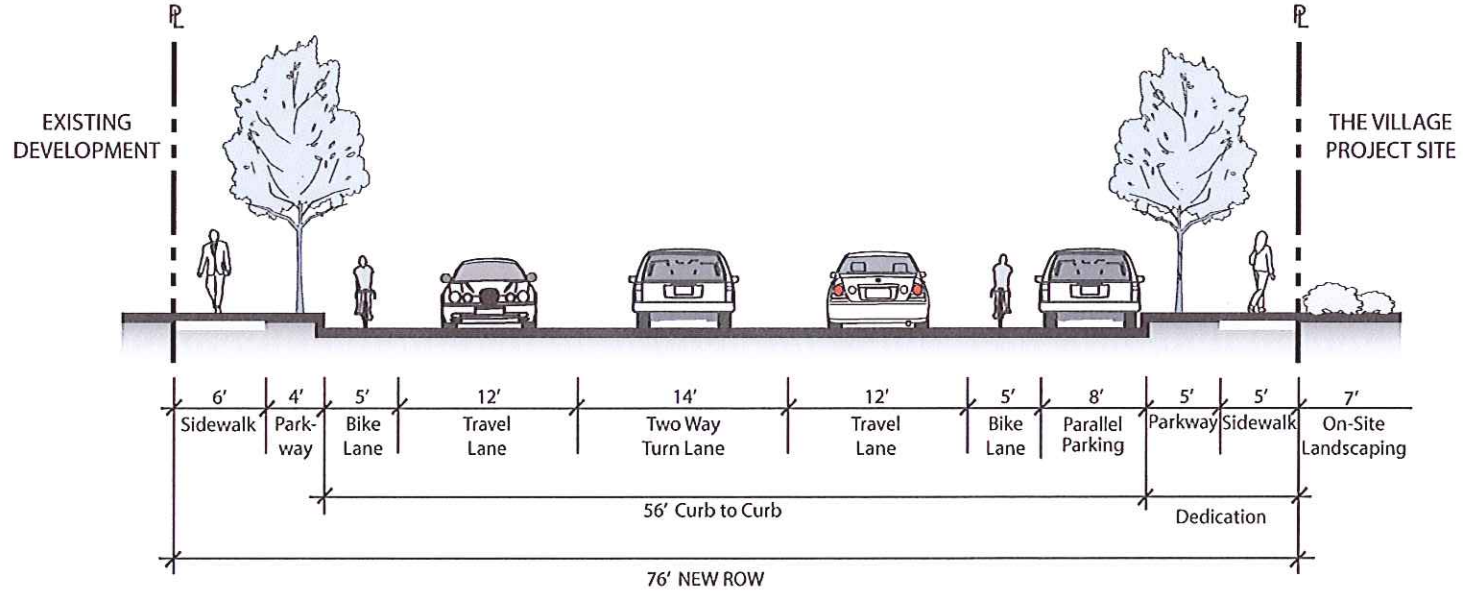
PROPOSED COMMERCIAL TO PROPOSED RESIDENTIAL SECTION

Figure 7d



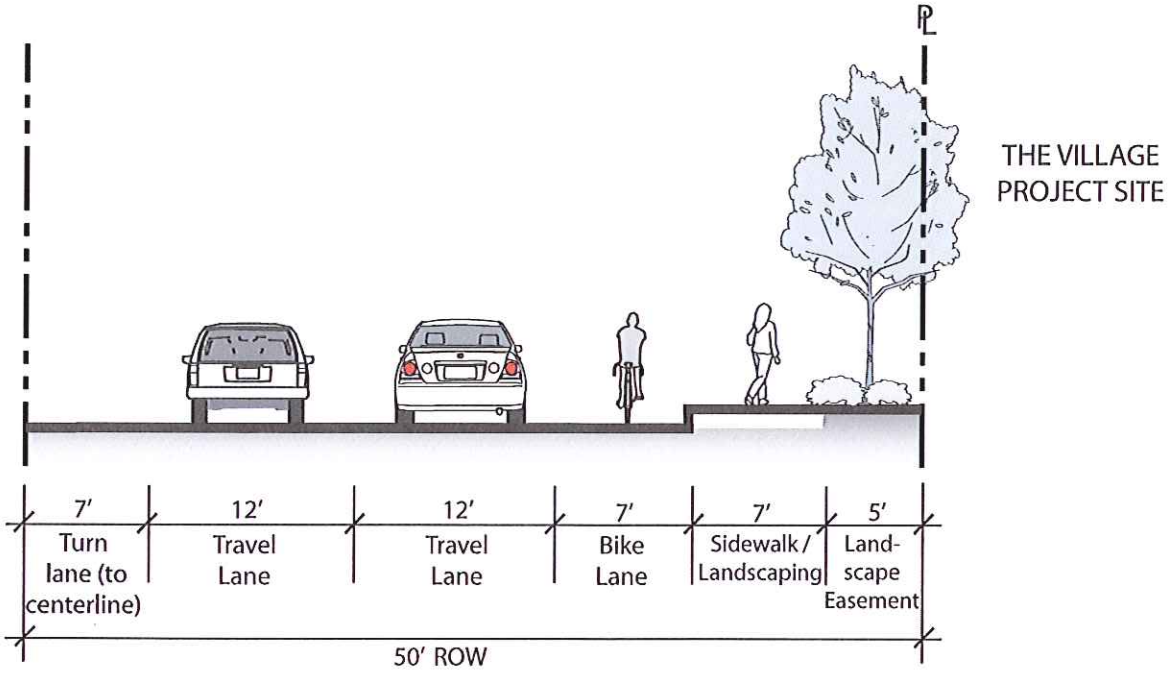
MC MURRAY ROAD
STREET SECTION

Figure 8a

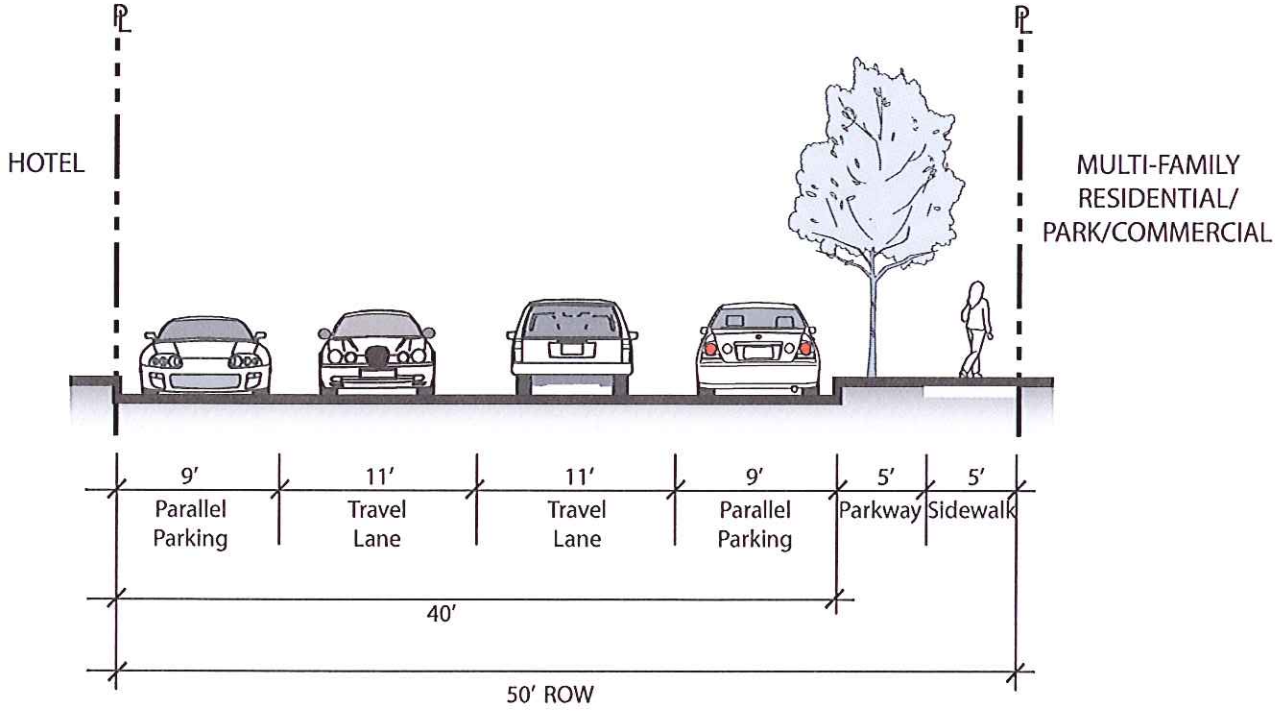


MC MURRAY ROAD
STREET SECTION

Figure 8b



HIGHWAY 246 Figure 9
PARTIAL STREET SECTION



INTERNAL LOOP ROAD Figure 10
STREET SECTION

City Limit
8b
8a
8b
8a
9
10
HIGHWAY 101
MC MURRAY ROAD
HIGHWAY 246
FREEAR DRIVE
GLENNORA WAY
Hotel
approx. 4.0 ac
(Townhomes/Condos/Apartments/Single-Family)
Residential
approx. 12.0 ac
Park
approx.
1.4 ac
Park
approx.
0.4 ac
Commercial
approx. 4.0 ac
GRAPHIC SCALE
100' 0' 50' 100'
FIGURE 11
The Village
BUELLTON, CA
The Village Specific Plan:
Street Section Locations
June 18, 2007
12
rrm design group

Planning Commission Resolution No. 12-04

A Resolution of the Planning Commission of the City of Buellton, California, Recommending to the City Council the Approval of a Specific Plan Amendment (SP-12-01) for the Village Specific Plan Located on Assessor's Parcel Number 137-090-045, and Making Findings in Support Thereof"

SECTION 1: The Village Specific Plan was approved on September 27, 2007, by City Council Ordinance No. 07-07

SECTION 2: John Franklin (hereinafter referred to as the "Applicant"), has filed an application requesting approval of an amendment to the adopted Specific Plan requesting changes to the phasing requirements of the commercial portions of the project along with allowing senior housing to move forward independent of the commercial aspects of the project.

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 October 4, 2012 ("Public Hearing").

2. All oral, written and visual materials presented by City staff in conjunction with the Public Hearing.

3. The following informational documents which, by this reference, are incorporated herein.

    a. That certain written report and attachments submitted by the Planning Department dated October 4, 2012 (the "Staff Report").

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

1. A notice of public hearing was published in a newspaper on September 20, 2012 (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 September 20, 2012, 10 days in advance of the Public Hearing.
3. The Public Notice and Agenda for the Public Hearing were posted in three conspicuous public places a minimum of 10 days before the Public Hearing.

C. **Environmental Clearance.** The proposed amendment is adequately addressed in the prior environmental document (Addendum EIR) prepared for the Village Specific Plan. No further environmental review is required.

D. **Consistency Declarations.** Based on (i) the evidence presented in the Staff Report (incorporated herein by reference), (ii) consultations with affected City Departments, and (iii) testimony and comments received in connection with the Public Hearing, the Planning Commission does hereby declare as follows:

1. Specific Plan Adoption.

a. Findings:

i. The form and substance of the Specific Plan Amendment, as well as the process used in its preparation and adoption, are consistent with the requirements set forth in the Buellton Municipal Code (Section 19.08.140).

ii. The Specific Plan Amendment is in conformance with all applicable policies and implementation programs set forth in the 2025 Buellton General Plan.

iii. The Specific Plan Amendment will not be detrimental to the health, safety, comfort, convenience, property values and general welfare of the community based on the development standards set forth in the Village Specific Plan and with the incorporation of the mitigation measures from the AEIR (both not being changed by the Specific Plan Amendment).

iv. The Specific Plan Amendment will not adversely affect such necessary community services,

including traffic circulation, sewage disposal, fire protection, police protection and water supply based on the development standards set forth in the Village Specific Plan and with the incorporation of the mitigation measures from the AEIR (both not being changed by the Specific Plan Amendment).

SECTION 4: Based upon the forgoing findings, facts and conclusions, including, but not limited to, the review of the information provided in the Staff Report, consideration of the testimony given at the Planning Commission Public Hearing, as well as other pertinent information, the Planning Commission hereby recommends that the City Council adopt, by ordinance, an amendment to the Village Specific Plan as noted in Attachment 1 to the Planning Commission staff report of October 4, 2012.

SECTION 5: The Planning Commission Secretary shall certify as to the adoption of this Resolution and shall cause the same to be transmitted to the City Clerk for consideration by the City Council.

PASSED, APPROVED, AND ADOPTED this 4th day of October 2012.

_____
Jason Fussel, Chair

ATTEST:

_____
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 above and foregoing Resolution No. 12-04 was duly passed and adopted by the Planning Commission of said City at a regular meeting thereof, held on the 4th day of October 2012, by the following vote, to wit.

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand this 4th day of October 2012.

_____
Clare Barcelona
Planning Commission Secretary