Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: The Commons at Zaca Creek

Lead Agency: City of Buellton — Contact Person: Irma Tucker
Mailing Address: P.O. Box 1819 — Phone: 805-688-7474
City: Buellton, CA — Zip: 93427 — County: Santa Barbara

Project Location: County: Santa Barbara — City/Nearest Community: Buellton
Cross Streets: Mc Murray Road and Damassa Road — Zip Code: 93427
Longitude/Latitude (degrees, minutes and seconds): 34 ° 37 ′ 10.3 ″ N / 120 ° 11 ′ 15.6 ″ W — Total Acres: 4.25 (4.37 proposed)
Assessor's Parcel No.: 137-170-068 — Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: SR 246 — Waterways: Zaca Creek
Airports: -- — Railways: -- — Schools: Jonata MS, Oak Valley E

Document Type:

CEQA:
- ☐ NOP
- ☐ Early Cons
- ☐ Neg Dec
- ☒ Mit Neg Dec
- ☐ Draft EIR
- ☐ Supplement/Subsequent EIR (Prior SCH No.) ____
- Other: ____

NEPA:
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

Other:
- ☐ Joint Document
- ☐ Final Document
- ☐ Other: ____

Local Action Type:

- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Community Plan
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☒ Site Plan
- ☐ Rezone
- ☐ Prezone
- ☒ Use Permit
- ☐ Land Division (Subdivision, etc.)
- ☐ Annexation
- ☐ Redevelopment
- ☐ Coastal Permit
- ☒ Other: Devt Plan

Development Type:

- ☒ Residential: Units 1 Acres ____
- ☐ Office: Sq.ft. 54,286 Acres 4.25 Employees 38
- ☒ Commercial: Sq.ft. ____ Acres ____ Employees ____
- ☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
- ☐ Educational: ____
- ☐ Recreational: ____
- ☐ Water Facilities: Type ____ MGD ____
- ☐ Transportation: Type ____
- ☐ Mining: Mineral ____
- ☐ Power: Type ____ MW ____
- ☐ Waste Treatment: Type ____ MGD ____
- ☐ Hazardous Waste: Type ____
- ☐ Other: ____

Project Issues Discussed in Document:

- ☒ Aesthetic/Visual
- ☒ Agricultural Land
- ☒ Air Quality
- ☒ Archeological/Historical
- ☒ Biological Resources
- ☐ Coastal Zone
- ☐ Drainage/Absorption
- ☐ Economic/Jobs
- ☐ Fiscal
- ☒ Flood Plain/Flooding
- ☐ Forest Land/Fire Hazard
- ☒ Geologic/Seismic
- ☒ Minerals
- ☒ Noise
- ☒ Population/Housing Balance
- ☒ Public Services/Facilities
- ☒ Recreation/Parks
- ☐ Schools/Universities
- ☐ Septic Systems
- ☐ Sewer Capacity
- ☐ Soil Erosion/Compaction/Grading
- ☐ Solid Waste
- ☒ Toxic/Hazardous
- ☒ Traffic/Circulation
- ☐ Vegetation
- ☒ Water Quality
- ☒ Water Supply/Groundwater
- ☐ Wetland/Riparian
- ☐ Growth Inducement
- ☒ Land Use
- ☐ Cumulative Effects
- ☒ Other: Greenhouse Gas

Present Land Use/Zoning/General Plan Designation:

Service Commercial (CS) and General Commercial (CR)

Project Description: *(please use a separate page if necessary)*

See Attached Page

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

____	Air Resources Board	____	Office of Historic Preservation
____	Boating & Waterways, Department of	____	Office of Public School Construction
____	California Emergency Management Agency	____	Parks & Recreation, Department of
____	California Highway Patrol	____	Pesticide Regulation, Department of
X	Caltrans District #5	____	Public Utilities Commission
____	Caltrans Division of Aeronautics	X	Regional WQCB #3
____	Caltrans Planning	____	Resources Agency
____	Central Valley Flood Protection Board	____	Resources Recycling and Recovery, Department of
____	Coachella Valley Mtns. Conservancy	____	S.F. Bay Conservation & Development Comm.
____	Coastal Commission	____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Colorado River Board	____	San Joaquin River Conservancy
____	Conservation, Department of	____	Santa Monica Mtns. Conservancy
____	Corrections, Department of	____	State Lands Commission
____	Delta Protection Commission	____	SWRCB: Clean Water Grants
____	Education, Department of	____	SWRCB: Water Quality
____	Energy Commission	____	SWRCB: Water Rights
X	Fish & Game Region #5	____	Tahoe Regional Planning Agency
____	Food & Agriculture, Department of	____	Toxic Substances Control, Department of
____	Forestry and Fire Protection, Department of	____	Water Resources, Department of
____	General Services, Department of		
____	Health Services, Department of	____	Other: ____
____	Housing & Community Development	____	Other: ____
____	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date March 6, 2017 Ending Date April 4, 2017

Lead Agency (Complete if applicable):

Consulting Firm: ____
Address: ____
City/State/Zip: ____
Contact: ____
Phone: ____

Applicant: Don Conner, Coast Development Partners LLC
Address: PO Box 163
City/State/Zip: Los Olivos, CA 93441
Phone: 805-691-3048

Signature of Lead Agency Representative: [signature] **Date:** March 3, 2017

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Draft

Initial Study/Mitigated Negative Declaration

for

The Commons at Zaca Creek Project

16-MND-01

Project Description:

A. Project Title: The Commons at Zaca Creek (16-FDP-05, 16-CUP-02)

B. Assessor's Parcel Number: 137-170-068

C. Location: 610 McMurray Road, Buellton, CA

D. Project Description:

The proposed Project consists of a Final Development Plan (16-FDP-05) and Conditional Use Permit (16-CUP-02) for the construction of 54,286 square feet of mixed use commercial space in five buildings with a tenant mix that includes a public market, tasting rooms, local and regional restaurants, craft food vendors and unique artisan retailers. Amenities include: exterior patios, indoor/outdoor activities, a central green space with outdoor gathering areas and recreation (including a bocce ball court), landscaping, parking, internal pedestrian circulation, and a bike-share program. The 4.25+/- acre irregularly-shaped, undeveloped property is located north-east of the intersection of Damassa Road and McMurray Road. The site is relatively flat with a gentle slope towards Zaca Creek, which runs north of and through the west side of the property; a portion of the site is within the 100-year flood zone.

PUBLIC NOTICE OF AVAILABILITY OF ENVIRONMENTAL DOCUMENT
DRAFT MITIGATED NEGATIVE DECLARATION
CITY OF BUELLTON

Notice is hereby given that a draft Mitigated Negative Declaration has been prepared for the below described project in accordance with the provisions of the California Environmental Quality Act of 1970, as set forth in the Public Resources Code, Sections 21000 et. seq., as amended. As a result of the project, no significant environmental impacts have been identified.

1. Environmental Document No: 16-MND-01

2. Applicant: ZC Commons Holdings, LLC (property owner) and Don Conner, Coast Development Partners, LLC (agent)

3. Project Description:

   A. Project Title: The Commons at Zaca Creek (16-FDP-05, 16-CUP-02)

   B. Assessor's Parcel Number: 137-170-068

   C. Location: 610 McMurray Road, Buellton, CA

   D. Project Description:

   The proposed Project consists of a Final Development Plan (16-FDP-05) and Conditional Use Permit (16-CUP-01) for the construction of 54,286 square feet of commercial space in five (5) buildings with a tenant mix that includes a pubic market, tasting rooms, local and regional restaurants, craft food vendors and unique artisan retailers. Amenities include: exterior patios, indoor/outdoor activities, a central green space with outdoor gathering areas and recreation (including a bocce ball court), landscaping, parking, internal pedestrian circulation, and a bike-share program. The 4.25+/- acre irregularly-shaped, undeveloped property is located north-east of the Damassa and McMurray Road intersection. The site is relatively flat with a gentle slope towards Zaca Creek, which runs north of and through the west side of the property; a portion of the site is within the 100-year flood zone.

The draft Mitigated Negative Declaration and all referenced documents may be reviewed at the City of Buellton Planning Department, 107 W. Highway 246, Buellton, CA 93427, Phone No. (805) 688-7474, FAX No. (805) 686-1729; at the Buellton Public Library, 140 West Highway 246, Buellton, CA 93427; and on the City's website, www.cityofbuellton.com. Written comments on the draft Mitigated Negative Declaration will be accepted during the period from **March 6, 2017 through April 4, 2017.** Please submit comments on or before 5:00 p.m. on April 4, 2017, the close of the written public comment period. The project is scheduled for a Planning Commission **public hearing on April 6, 2017**.

Marc P. Bierdzinski
Planning Director
Newspaper Publish Date: March 2, 2017

Draft

Initial Study/Mitigated Negative Declaration

for

The Commons at Zaca Creek Project

16-MND-01

Prepared for:
City of Buellton
107 West Highway 246
Buellton, California 93427

Prepared by:
City of Buellton
107 West Highway 246
Buellton, California 93427

March 3, 2017

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INTRODUCTION

LEGAL AUTHORITY

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the *CEQA Guidelines* and relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended.

Initial Study. Section 15063(c) of the *CEQA Guidelines* defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. The purposes of an Initial Study are:

(1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration or Negative Declaration;

(2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and

(3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

The following sections of this IS/MND provide discussions of the possible environmental effects of the proposed project for specific issue areas that have been identified in the CEQA Initial Study Checklist. For each issue area, potential effects are isolated.

A "significant effect" is defined by Section 15382 of the *CEQA Guidelines* as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." According to the *CEQA Guidelines*, "an economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

INITIAL STUDY

PROJECT TITLE: The Commons at Zaca Creek

PROJECT LOCATION: 610 McMurray Road, Buellton, CA. APN 137-170-068 (one parcel)

PERMITS/APPROVALS REQUESTED: Final Development Plan (16-FDP-05), Conditional Use Permit (16-CUP-02) and Mitigated Negative Declaration (16-MND-01)

LEAD AGENCY and CONTACT PERSON

City of Buellton Planning Department
P.O. Box 1819
Buellton, CA 93427
Contact: Irma Tucker, Contract City Planner, (805) 688-7474

PROJECT APPLICANT AND OWNER

Applicant/Agent: Don Conner, Coast Development Partners, LLC
PO Box 163
Los Olivos, CA 93441

Owner: ZC Commons Holdings, LLC
PO Box 163
Los Olivos, CA 93441

PROJECT SITE CHARACTERISTICS

Location and Surrounding Land Uses: The existing 4.25+/- acre, 185,130 s.f. (proposed 4.37 acres, 190,542 s.f.) property is located north-east of the Damassa and McMurray Road intersection. The irregularly-shaped, undeveloped property is currently vacant with grass/weeds, brush and sporadic trees along the easterly and northerly property lines. The site is relatively flat with a gentle slope towards Zaca Creek, which runs westerly along the northern property line and turns southerly through the west side of the site; a 50-foot creek corridor setback is require for building structures. A portion of the property lies within the 100-year flood zone. See Appendices A and B for project location maps and site development plans.

Existing uses in the vicinity of the project site are summarized below:

- To the north: concentration of existing commercial development with the Firestone Walker Brewery and undeveloped commercial land located immediately adjacent to subject site.
- To the west: on the opposite side of McMurray, vacant commercial property beyond which lies U.S. Highway 101 freeway running in a north/south direction.
- To the south: the Hampton Inn and Suites hotel (under construction) beyond which, on the opposite (southwest) side of McMurray, is the Santa Ynez Valley Marriott Hotel along with the Chumash Employee Resource Center.
- The east: the easterly property line is contiguous with the Buellton City boundary, beyond which are undeveloped private ranch lands, an old barn structure and rolling hills (located outside of the City limits).

Existing General Plan Land Use Designation and Zoning:
CS (Service Commercial) and CR (General Commercial)

PROJECT DESCRIPTION

The proposed Commons at Zaca Creek project ("Commons" or "Project") consists of a Final Development Plan (16-FDP-05) and Conditional Use Permit (16-CUP-01) for the construction of a destination project with 54,286 square feet of mixed-use commercial space and an anticipated tenant mix that includes tasting rooms, local and regional restaurants, craft food vendors and unique artisan retailers. The hospitality-oriented businesses will cater to local and central coast residents as well as visitors, tourists and business travelers visiting the area.

The Project will be developed as a complex of five (5) buildings, clustered in the southeastern portion of the site, along with internal pedestrian walkways, extensive landscape and hardscape areas, and two parking lots. The largest building is the public market, which is comprised of ground floor uses, as well as a mezzanine restaurant and basement storage spaces for tenants. The remaining four buildings have ground-floor and mezzanine/storage spaces; a residential manager's unit is also proposed. The project site provides opportunities for visitor congregation, socialization and indoor/outdoor activities. Many of the tenant units will include exterior patio areas. The complex will be situated around a central green space that provides outdoor gathering areas and recreation (including a bocce ball court), along with open views of the surrounding rural hillsides and a vintage wooden barn. Pedestrian circulation and bicycle connectivity is encouraged through enhanced internal pathways throughout the site and a bike-share program linking the Commons with other key destinations in Buellton.

The Commons is expected to be open year-round, seven days per week, with general hours of operations e from 8:00 am to 12:00 am Sunday through Thursday, and 8:00 am to 2:00 am Friday and Saturday; hours may vary depending upon the season. The project will employ an estimated 38 employees per shift.

The following Table 1 summarizes proposed building square footages and uses.

Table 1 - The Commons at Zaca Creek – Building & Uses

	Uses	Total S.F.
USAGE SUMMARY:		
	Retail (Interior)	22,877
	Retail Patio (Exterior)	5,220
	Restaurant (Interior)	9,845
	Guest Area (47%) = 5,093 SF	
	Non-Guest Area (53%) = 4,752 SF	
	Restaurant Patio (Exterior; Guest Area)	3,578
	Warehouse/Storage	11,661
	Residential (Manager's Unit)	1,105
Total SF	**(All Uses)**	**54,286**
BUILDING SIZE TOTALS:		
	Ground Floor (Footprint)	30,591
	Mezzanine (Tenant Storage)	5,361
	Basement (Tenant Storage)	9,536
	Tenant Patios (Exterior)	8,798
Total SF	**(All Buildings)**	**54,286**

The proposed building footprint is an estimated 30,591± square feet, roughly 16% of the proposed lot area; overall site landscaping is 75,073 sf (39% of lot), permeable hardscaping is 35,000 sf (18% of lot) and non-permeable hardscaping is 49,788 sf (26% of lot).

The proposed development consist of a cluster of five (5) new buildings, a one story and partial second (mezzanine) story main building (public market), 4 buildings ranging in height from 21 ft to 26 ft, along with outdoor patios, pedestrian pathways and a central green open space area for passive recreation and congregating The sign tower, considered an architectural features, reaches approximately 45 feet in height, is allowed by the zoning code, and serves to add architectural character consistent with the "contemporary ranch" style recommended for the area per the City's Community Design Guidelines. Consumption of alcohol in the outdoor "unlicensed" central green area is proposed; the Department of Alcoholic Beverage Control has communicated its conceptual pre-approval of this activity in accordance with conditions that will be made part of the project approval.

The CR Zone limits building height to 35 feet. The proposed public market (Building A) height of 36+/- feet (above average natural grade) would require a plan modification in accordance with Municipal Code Section 19.08.120(G) which allows the Planning Commission to modify the building height limit when it finds that such modifications are justified.

Municipal Code Sections 19.04. -140 and -142 require a total of 156 on-site parking spaces, calculated at 1 space per 300 sf of retail and restaurant guest area, 1 space per 2 restaurant employees, 1 space per 1,000 sf of warehouse storage space, 1 space per dwelling unit; 4 of the spaces shall be ADA accessible and 1 loading space is required. Consistent with Municipal Code requirements, the proposed project provides a total of 162 parking spaces, 5 of which are ADA accessible. The project also provides 9 motorcycle parking spaces and bicycle racks with 69 spaces at several locations including a bike share program.

A master sign program has been submitted and is generally consistent with the City's sign ordinance, which allows the Planning Commission to grant modifications (Municipal Code Section 19.04.172), including a 50% increase in sign area, where findings justify the deviation . The project site is irregularly shaped and flares out at the back of the parcel; the only street frontage (approximately 366 lineal feet) is along McMurray Road. Due to Zaca Creek flowing in an open channel along the front (westerly) third of the property, the majority of the buildings will be situated towards the rear of the property, more than 150 feet from the McMurray Road frontage. Direct visibility of building and tenant signage from the roadway is thus impaired, and an increase in the allowable sign area would be required, as allowed by the Municipal Code.

The project's main access will be from McMurray Road via a shared driveway with Hampton Road which abuts the site to the south; the main parking lot is accessed at thus location. A secondary access is provided to the small parking lot along the McMurray road frontage; a pedestrian bridge across Zaca Creek connects the McMurray Road sidewalk and parking lot to the main part of the development. A low monument sign is proposed as part of the pedestrian bridge.

The applicant has requested vacation and acquisition of approximately 5,412 sf of unimproved excess City right-of-way along a portion of the McMurray road frontage, classified in the Circulation Element as a Commercial Collector street. The resulting roadway width would be consistent with the City's Commercial Collector roadway standards for that portion of McMurray Road. The City's Traffic

Engineer has determined that the excess right-of-way would not be required by the City in the foreseeable future.

Public improvements are proposed in McMurray Road, including widening of the McMurray Road by 35' to the east of existing center line, to include northbound lane, bike/shoulder lane, curb and gutter and sidewalk. The project will be conditioned to implement the proposed Class II bikeway along its McMurray Road frontage north of Damassa Road, and a Class III bikeway along Damassa Road between McMurray and Avenue of Flags, as set forth in the City's Bicycle and Pedestrian Master Plan. No additional ROW will be required to provide these public improvements. There will be excess ROW that may be vacated. The project will tie into the City sewer main and will create a water line loop through the project site. On-site fire hydrants are proposed.

Two oak trees will be removed in the southwestern corner of the site; loss of the oaks will be mitigated and replaced at a 3:1 ratio, consistent with the City's Native Tree Protection Ordinance. All other on-site trees would be preserved.

A portion of the site is located in the 100-year flood zone; site grading with a net export of fill will be required to bring the building pad into compliance with the City's Floodplain ordinance. The project applicant has submitted a Preliminary Drainage and Stormwater Quality Report and a Geotechnical Engineering Report for City staff review.

The project would require the following entitlements from the City:

- Final Development Plan (16-FDP-05)
- Conditional Use Permit (16-CUP-02)
- Height Limit Modification (as part of Final Development Plan)
- Increased Sign Area Modification (allowable Sign Modification)
- Vacation of Excess Right-of-Way on McMurray Road

PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED FOR SUBSEQUENT ACTIONS (e.g. permits, financing approval, or participation agreement):

CA Dept of Fish & Wildlife
Regional Water Quality Control Board
US Army Corps of Engineers.

REFERENCES

This Initial Study was prepared using the following information sources and reference documents, which are on file at the City of Buellton Planning Department:

- Application Materials
- Field Reconnaissance
- Buellton General Plan
- Buellton Municipal Code
- Buellton Zoning Ordinance
- Buellton General Plan EIR

- Departmental and Public Agency Consultations
- Biological Assessment by Hunt & Associates, January 20, 2017
  This document is available on the City of Buellton Planning Department webpage, under Environmental Documents, or by pasting the following URL into your browser:
  http://www.cityofbuellton.com/files/Environmental%20Documents/Biological%20Assessment%20Final%2020jan2017%20rev%20030117.pdf
- Traffic and Circulation Study by Associated Transportation Engineers, January 27, 2017
  This document is available on the City of Buellton Planning Department webpage, under Environmental Documents, or by pasting the following URL into your browser:
  http://www.cityofbuellton.com/files/Environmental%20Documents/Traffic%20Study%20Commons%20Rev%20Final%2001-27-17.pdf
- Air Quality Analysis by Rincon Consultants, November 2016
- Greenhouse Gas Emissions Study by Rincon Consultants, November 2016
- Noise Analysis by Rincon Consultants, November 2016
- Preliminary Stormwater Control Plan by Bethel Engineering
- Drainage Study by Bethel Engineering, September 14, 2016
- Biological Constraints Analysis by Hunt & Associates, May 26, 2016
- Phase 1 Cultural Resources Assessment by Historical Dynamics, July 2015
- Geotechnical Investigation by GSI Soils Inc., July 14, 2015
- Preliminary Flood Study by Stantec, July 8, 2015
- Phase 1 Environmental Site Assessment by SCS Tracer Environmental, June 2015

ENVIRONMENTAL DETERMINATION

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☒ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Tribal Cultural Resources	☐ Utilities / Service Systems
☒ Mandatory Findings of Significance		

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project COULD have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Marc P. Bierdzinski
Environmental Officer
City of Buellton

3-3-2017
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses and references are discussed at the end of the checklist.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The analysis of each issue should identify:
   a) the significance criteria or threshold used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a., b. Scenic Vistas/Resources: No roadways in the project area are designated as state or local scenic highways. While the site would be visible in the distance from portions of U.S. Highway 101, the project would not result in impacts to resources within a scenic highway. No scenic aspects are associated with the property and development of the project would not block any scenic vistas from other properties. The project site would not affect rock outcroppings or historic buildings, as no such resources are located on or near the project site. No impacts would result.

c. Visual Quality: Development of the project site would result in construction of a new mixed-use commercial complex of five (5) buildings , parking areas, outdoor gathering and passive recreation areas, and landscaping that would replace a vacant, undeveloped parcel that is currently surrounded by, or in close proximity to, a mix of vacant land, commercial/industrial/hotel uses and the Highway 101 freeway. The architecture of the proposed project is considered Contemporary Ranch as defined in the City's Community Design Guidelines.

Almost all existing trees on the site will be preserved; two existing oak trees would be removed and will be replaced on-site at a ratio of 3:1. Extensive new landscaping, including enhancement of the Zaca Creek corridor, will be installed (as shown in accompanying documentation.) The landscaping and architectural detailing will provide an attractive and inviting visual aesthetic for the project site, which can be viewed from McMurray Road as well as from Highway 101 and by motorists exiting Highway 101 on Damassa Road.

The impact is considered less than significant for the following reasons: 1) the project conforms to the design requirements of the Community Design Guidelines; and 2) this is an infill project within an area designated for General Commercial uses under the existing General Plan.

d. Light and Glare: The project site currently has no street lighting or nighttime activity that is lighted. Current lighting sources surrounding the project site include sporadic lighting from adjacent commercial uses as well as vehicles exiting/entering from Highway 101 at Damassa Road and travelling along McMurray Road. Implementation of the proposed project would result in additional lighting that could be visible from the nearby commercial uses, McMurray and Damassa Roads, and other local roadways. The project lighting would be required to adhere to Zoning Ordinance requirements for Dark Sky Compliant lighting and be consistent with that of other commercial uses in the project area.

The project includes a photometric lighting plan, which shows onsite fixtures and the intensity of lighting at the site boundaries. The project would include a variety of downward directed light pole, bollard and wall-mounted fixtures in the parking lot, along walkways and on building faces. All specified lighting is indicated to be energy efficient and dark sky compliant.. Lighting intensity along the site boundaries would be required to not exceed 2.0 foot-candles, per City Zoning Ordinance, and would thus not adversely affect drivers on McMurray Road or those using adjacent commercial buildings. Light intrusion into the wildlife habitat in and near Zaca Creek is addressed in Biological Resources mitigation measure BIO-8a. Impacts would be less than significant.

Findings and Mitigation: Impacts would be less than significant, so no mitigation is required.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE & FORESTRY RESOURCES - Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (per Public Resources Code §12220(g)), timberland (Public Resources Code §4526, or timberland zoned Timberland Production (per Govt Code §51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a. thru e. Farmland, Forest Land, Timberland: The site is an urban infill site and is not designated as farmland, forest land nor timberland in the City's General Plan or Zoning Ordinance. The property is not in a Williamson Act contract.

Findings and Mitigation: No impacts would occur, therefore, no mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable Clean Air Plan?			X	
b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?			X	
c) Result in a net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

The air quality section has been prepared by Rincon Consultants on contract to the City of Buellton. All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study. (References to and numbering of Tables and Figures in the Initial Study Section III. reflect numbers in original Air Quality analysis document by Rincon.).

Setting

The federal and state governments have been empowered by the federal and state clean Air Acts (42 United States Code §7401 *et seq.* and the California Health and Safety Code §40910, *et seq.*) to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (EPA) is the federal agency designated to administer federal air quality regulation, while the California Air Resources Board (ARB) is the state equivalent and operates under the auspices of the California Environmental Protection Agency (CalEPA). Local control in air quality management is provided by the ARB through county-level or regional (multi-county) air pollution control districts. The ARB establishes statewide air quality standards and is responsible for enforcing standards and regulating stationary sources. The ARB has established 15 air basins statewide.

The City of Buellton is located within the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties and is within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). The climate of SCAAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific. With a Mediterranean-type climate, the area is characterized by warm, dry summers

and cool winters with occasional rainy periods. Annual precipitation averaged 22 inches per year between 1981 and 2010, with most rainfall between November and March. Average monthly temperatures range from a high of 92 degrees Fahrenheit (°F) in August to a low of 38°F in December (U.S. Climate Data, 2016).

Federal and state standards have been established for six criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and lead (Pb). California air quality standards are identical to or stricter than federal standards for all criteria pollutants.

The SBCAPCD monitors air pollutant levels and develops strategies to ensure that air quality standards are met. Depending on whether or not the standards are met or exceeded, Santa Barbara County is classified as being in "attainment" or as "non-attainment." Santa Barbara County is in non-attainment for the state eight-hour and one-hour ozone standard and the state standard for PM_{10} (SBCAPCD, 2015). The County is unclassified (meaning there is insufficient data to designate the area or designations have yet to be made) for the state $PM_{2.5}$ standard. The County is in attainment for all other standards.

Appendix G of the CEQA Guidelines indicates that where available, the significance criteria established by the applicable air quality management district or APCD may be relied upon to determine whether the Project would have a significant impact on air quality. As described in the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (April 2015b), a project will not have a significant air quality effect on the environment if operation of the project will:

> *Emit (from all project sources, both stationary and mobile) less than the daily trigger for offsets or Air Quality Impact Analysis set in the APCD New Source Review Rule[1], for any pollutant (i.e., 240 pounds/day for ROC or NO_X; and 80 lbs/day for PM_{10}. There is no daily operational threshold for CO; it is an attainment pollutant[2]); and*
> *Emit less than 25 lbs/day of NO_X or ROC from motor vehicle trips only; and*
> *Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and*
> *Not exceed the APCD health risk public notification thresholds adopted by the APCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than one (1.0) for non-cancer risk; and*
> *Be consistent with the latest adopted federal and state air quality plans for Santa Barbara County.*

The SBCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. However, according to the SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (April 2015b), construction-related NO_X, reactive organic compounds (ROC), PM_{10}, and $PM_{2.5}$ emissions from diesel and gasoline powered equipment, paving, and other activities, should be quantified. SBCAPCD uses 25 tons per year for all pollutants except CO as a guideline for determining the significance of construction impacts. In addition, standard dust control measures must be implemented for any discretionary project involving earth-moving activities, regardless

[1] The APCD New Source Review Rule as it existed at the time the APCD Environmental Review Guidelines were adopted (in October, 1995).
[2] Due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections are not expected to exceed the CO health-related air quality standards. Therefore, CO "Hotspot" analyses are not required anymore.

of size or duration. According to the SBCAPCD, proper implementation of these required measures reduces fugitive dust emissions to a level that is less than significant (SBCAPCD, April 2015b). Therefore, all construction activity would be required to incorporate the SBCAPCD requirements pertaining to minimizing construction-related emissions and demolition of existing structures.

Impact Analysis

a) The California Clean Air Act requires that air districts create a Clean Air Plan (CAP) that describes how the jurisdiction will meet air quality standards. These plans must be updated every three years. The most recent SBCAPCD CAP, the 2013 CAP, was adopted in 2015.

In order to be consistent with the CAP, all projects involving earthmoving activities must implement SBCAPCD's standard dust control measures (SBCAPCD, April 2015b). By definition, consistency with the CAP means that direct and indirect emissions associated with the project are accounted for in the CAP's emissions growth assumptions and the project is consistent with policies adopted in the CAP (SBCAPCD, April 2015a). The CAP relies primarily on the land use and population projections provided by the Santa Barbara County Association of Governments (SBCAG) and the ARB on-road emissions forecast as a basis for vehicle emission forecasting. The 2013 CAP utilized SBCAG's Regional Growth Forecast 2010-2040, adopted December 2012, to project population growth and associated air pollutant emissions for all of the Santa Barbara County incorporated and unincorporated areas.

According to SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (April 2015b), a commercial project would be consistent with the CAP if they are consistent with APCD rules and regulations. The project would not involve any land use changes or development in Buellton that would result in a significant increase to population. The project site is zoned for service commercial and general commercial development. Under this zoning designation, mixed-use development is permitted to include a mix of residential multi-family development, neighborhood commercial development, and manufacturing development, as well as the primary use of general commercial and service commercial. The project would not include development not compatible with the allowed mix of uses permitted in the Buellton Municipal Code, §19.18.016 Allowable Mix of Uses. The project would include one 1,105 sf residential dwelling unit (on-site manager), creating a potential population increase of 3 people, (California Department of Finance 2016). The City of Buellton has a total population of 4,957 persons (California Department of Finance 2016). The 3 person increase would bring the total population to 4,960 persons, which is below the SBCAG forecast of 5,550 for the year 2020. Therefore, the project would be consistent with the growth forecasts contained in the 2013 Clean Air Plan. Furthermore, the project would be required to implement SBCAPCD's standard dust control measures and would not be inconsistent with APCD rules and regulations. The project would be consistent with the CAP and impacts would be *less than significant.*

b, c) Air pollutant emissions associated with the project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.1. To provide a conservative calculation of air pollutant emissions, modeling does not take into account compliance with SBCAPCD Rule 329 (Cutback and Emulsified Asphalt Paving Materials), which restricts the percent by volume of ROCs in asphalt material, Rule 323 (Architectural Coatings), which restricts percent by volume of ROCs in architectural coatings, or Rule 345, which regulates fugitive dust for any activity associated with construction or demolition of structures.

Construction Emissions. Construction of the project would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$), exhaust emissions from heavy construction

vehicles, and ROC that would be released during the drying phase after application of architectural coatings. These emissions would be reduced through implementation of the required SBCAPCD dust and emissions control measures.

Construction would generally consist of site preparation, grading, construction of the retail, restaurant, and storage spaces, as well as paving and architectural coating. Architectural coatings were assumed to be applied to the interiors and exteriors of all proposed buildings.

Project construction was assumed to begin in 2017 and conclude in 2018, based on an applicant provided construction schedule of 13 months. Net import of 630 cubic yards (cy) was used, based on preliminary project grading plans. [Note: updated project plans show net export of 230 cy, which represents a lesser impact] The CalEEMod calculations are available in Appendix A. Table 1 shows the summarized estimated maximum daily construction emissions of ROC, NO_X, CO, PM_{10} and $PM_{2.5}$. Table 2 summarizes these emissions relative to the SBCAPCD recommended significance thresholds in tons per year.

Table 1
Estimated Construction Maximum Daily Air Pollutant Emissions (lbs/day)

Year	ROC	NO_X	CO	PM_{10}	$PM_{2.5}$
2017	25.5	52.4	24.1	21.1	12.6
2018	25.0	28.1	22.3	2.2	1.7

Notes: All calculations were made using CalEEMod. See Appendix A for calculations. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.

Table 2
Estimated Construction Maximum Daily Air Pollutant Emissions (tons/year)

Year	ROC	NO_X	CO	PM_{10}	$PM_{2.5}$
2017	0.6	4.0	2.7	0.4	0.3
2018	0.5	0.4	0.3	<0.1	<0.1
Maximum Emissions (tons/year)	0.6	4.0	2.7	0.4	0.3
Threshold	*25*	*25*	*None*	*25*	*25*
Threshold Exceeded?	**No**	**No**	**n/a**	**No**	**No**

Notes: See Appendix A for calculations. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.

As shown in Table 2, construction emissions would not exceed the recommended thresholds for any criteria pollutant. Nonetheless, the SBCAPCD requires implementation of dust control requirements for all projects involving earthmoving activities. With implementation of standard dust control measures, temporary construction emissions would be further reduced. SBCAPCD Rule 345 regulates fugitive dust for any activity associated with construction or demolition of structures. The proposed project would be required to comply with Rule 345, as described below, which would ensure that construction emissions would be *less than significant*.

- *No person shall engage in any construction or demolition activity or earth moving activities subject to this rule in a manner that causes discharge into the atmosphere beyond the property line visible dust emissions of 20% opacity or greater for a period or periods aggregating more than 3 minutes in any 60 minute period.*
- *No person, including facility or site owner or operator of source, shall load or allow the loading of bulk materials or soil onto outbound trucks unless at least one of the following dust prevention techniques is utilized:*
    - *a. Use properly secured tarps or cargo covering that covers the entire surface area of the load or use a container-typel enclosure.*
    - *b. Maintain a minimum of 6 inches of freeboard below the rim of the truck bed where the load touches the sides of the cargo area and ensure that the peak of the load does not extend above any part of the upper edge of the cargo area.*
    - *c. Water or otherwise treat the bulk material to minimize loss of material to wind or spillage.*
    - *d. Other effective dust prevention control measures approved in writing by the Control Officer.*
- *Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall be controlled as outlined below:*
    - *e. Visible roadway dust shall be minimized by the use of any of the following track-out/carry-out and erosion control measures that apply to the project or operations: trac-out grates of gravel beds at each egress point, wheel-washing at each egress point during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and*
    - *f. Visible roadway dust shall be removed at the conclusion of each work day when bulk material removal ceases, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only a PM_{10}-Efficient Street Sweeper shall be used. The use of blowers for removal of track-out/carry-out is prohibited.*

On-Site Operational Emissions. The majority of project-related operational emissions would be due to vehicle trips to and from the site. Potential operational emissions were estimated using CalEEMod and are based on trip generation rates from the Traffic and Circulation Study prepared for the project by Associated Transportation Engineers (November 2016). Table 3 summarizes the projected emissions associated with operation of the proposed project. This includes emissions generated by vehicles traveling to and from the site, as well as emissions due to energy use (natural gas), and long-term, low-level architectural coating emissions as the proposed structures are repainted over the life of the project (area sources). The project's use of high efficiency LED lighting was taken into account in the CalEEMod; In addition, the project would increase land use diversity in the vicinity of the project site by introducing a mix of retail and restaurant uses near residential areas, reducing vehicle trips and vehicle miles traveled (VMT) from local residents leaving the city to access similar amenities elsewhere; this reduction in VMT through

land use diversity was taken into account in CalEEMod. Therefore, the mitigated emissions from the CalEEMod results are reported herein. As shown in Table 3, operational emissions from the project would be below applicable SBCAPCD thresholds for ROC and NO_X. The project's long-term regional air quality impacts would be *less than significant*.

Table 3
Project Operational Emissions (lbs/day)

Emission Source	ROC	NO_X	CO	PM_{10}	$PM_{2.5}$
Mobile	0.7	2.1	6.1	0.9	0.2
Energy (Natural Gas and electricity)	<0.1	0.1	0.1	<0.1	<0.1
Area (Consumer Products and Architectural Coating)	0.2	<0.1	<0.1	<0.1	<0.1
Total Mobile + Area Emissions	**0.9**	**2.1**	**6.1**	**0.9**	**0.2**
Threshold: Total Emissions (Mobile and Area Sources)	*240*	*240*	*None*	*80*	*None*
Threshold Exceeded?	**No**	**No**	**n/a**	**No**	**n/a**
Threshold: Total Emissions (Mobile Sources Only)	*25*	*25*	*None*	*None*	*None*
Threshold Exceeded?	**No**	**No**	**n/a**	**No**	**n/a**

Source: See Appendix A for CalEEMod output.

d) Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential uses are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Sensitive receptors near the project site include residences, currently under construction, approximately 700 feet west of the project site, across Highway 101. Sensitive receptors would not be exposed to any substantial pollutant emissions, since the project's construction and operational emissions are below recommended thresholds. Furthermore, retail and warehouses are not listed in ARB's *Air Quality and Land Use Handbook* as a source of air pollutants (2005). Lastly, due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections would not exceed the CO health-related air quality standards. Therefore, impacts to sensitive receptors would be *less than significant*.

e) The uses proposed for the project would not result in substantial objectionable odors. The project would be a retail and restaurant center. Restaurant space may result in odors related to food preparation. Food odor would likely disperse due to the distance from the project site to the nearest sensitive receptor, approximately 700 feet west. In addition, the restaurant space would be required to comply with Santa Barbara County Environmental Health Services' requirements and guidelines for food establishments, including mechanical exhaust ventilation requirements to remove cooking odors, smoke, steam, grease and vapors from kitchen exhaust (Health and Safety Code 114149). Therefore, impacts related to odors would be *less than significant.*

Findings and Mitigation: Impacts would be less than significant, so no mitigation is required.

ISSUES:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		**X**		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?				X

A Biological Assessment and related studies were prepared by Hunt & Associates Biological Consulting Services on behalf of the applicant. The Hunt biological reports were peer reviewed by Rincon

Consultants on contract to the City of Buellton. This biological resources section references information contained in the biological reports. All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study. (References to and numbering of Tables and Figures in the Initial Study Section IV. reflect numbers in Biological Assessment report by Hunt.)

Setting & Impact Overview

The project site is currently undeveloped and is surrounded by a mix of vacant land and existing development to the north and south, with the Highway 101 freeway in close proximity to the west. The site is designated for urban/commercial uses under the General Plan.

Zaca Creek runs in a westerly direction and abuts the property on the north; the creek turns south through the west side of the site. The adjacent northern bank of the creek (across from subject property) has been channelized or otherwise modified during commercial development of parcels north of the creek. Zaca Creek enters a concrete box culvert in the southwestern corner of the property and is conveyed beneath McMurray Road, beyond which it flows through open channels and culverts beneath highways (US 101 and SR 246).

Proposed buildings will be setback 50-foot from creek top of bank (TOB), per City requirements. The project also proposes to construct a pedestrian bridge over Zaca Creek in the southwestern corner of the property; footings of this bridge will be place outside the TOB of the creek. An unnamed minor tributary to Zaca Creek in the northeastern portion of the property will be culverted to provide space for drive aisles and parking; flows in this tributary drainage are highly seasonal.

While some limited amounts of riparian habitat are located along sections of Zaca Creek, natural vegetation on the project site has been significantly altered by decades of land use, primarily agricultural activities. Existing vegetation is composed predominantly of non-native species and a few very large, remnant valley oaks.

All of the plant communities found on the project site show varying levels of anthropogenic disturbance. No special-status plants were found on-site during reconnaissance level surveys conducted for the project, but the surveys were not conducted at a time of year that would detect native annuals.

No special-status wildlife species were observed on the subject property during the site visit for the project. Four listed species (California tiger salamander [CTS], California red-legged frog [CRLF], least Bell's vireo [LBV] and southwester willow flycatcher [SWF]) are known to occur within a three-mile radius of the property.

- CTS - An evaluation of on-site habitat concluded that the property has ***no potential*** to support CTS because the site does not contain suitable breeding habitat and is separated by physical barriers from potential breeding habitat in the region.

- CRLF – This species breeds in both ponded and slowly flowing water. Zaca Creek does not contain suitable breeding habitat for CRLF and there is no other potential breeding habitat on-site. While there are known CRLF breeding sites several miles upstream and downstream of the property, dispersal from these sites to the subject property is unlikely because of physical barriers. Consequently, the property has a ***low potential*** to support CRLF.

- Other Species – LBV and SWF breeding habitats are approximately 1.5 air miles SSW of the subject property. While it is possible these species may occasionally forage along the subject property's reach of Zaca Creek from breeding sites in the region or during migration, their occurrence on property would be transitory at best.

A wetland delineation for the project by KMA (2016) identified potential Federal and State jurisdictional boundaries on the subject property meeting the US Army Corps of Engineers (USACE) definition of "non-wetland other waters" within the subject reaches of Zaca Creek and its unnamed tributary. The delineation did not identify any wetland habitat or potential "Water of the U.S." on-site. California Dept. of Fish & Wildlife (CDFW) and Regional Water Quality Control Board (RWQCB) jurisdictional areas are present in the areas covered by USACE jurisdiction as well as the areas encompassed within the top-of-bank, or edge of riparian canopy vegetation, whichever is greater. The wetland delineation determined that permit authorization for this project is required from USACE under Sections 404 and 401 of the Clean Water Act, and from CDFW for a Streambed Alteration Agreement under Section 1602 of the CA Dept of Fish & Game Code.

a. – d.
Impact Analysis. The following analysis identifies project-related direct and indirect impacts to biological resources and specifies appropriate avoidance and minimization measures to reduce potential impacts to less than significant levels.

Impact BIO-1 (Loss of Federal and State Jurisdictional Areas): KMA (2016) delineated Federal and State jurisdictional wetlands within Zaca Creek and the unnamed tributary on the subject property. The project proposes to place the entire length of the unnamed tributary of Zaca Creek (275 linear feet) in the northeastern corner of the property into a culvert and create a parking lot and landscaped areas over this area. This will result in the loss of 8,712 s.f. (0.20 acres) of CDFW and RWQCB jurisdictional wetlands, including 1,375 s.f. (0.03 acres) of USACE jurisdictional wetlands (Tables 3 and 4; Fig. 6). ***This is a Class II impact that can be mitigated to less than significant levels.***

> ***Mitigation Measures BIO-1a:*** CDFW and RWQCB are expected to require a 3:1 mitigation ratio for loss of jurisdictional areas on this project. The proposed project would eliminate 8,712 s.f. (0.20 acres) of Federal and State jurisdictional areas associated with the tributary drainage in the northeastern portion of the subject property (Tables 3 and 4; Fig. 6), which would require compensatory restoration of 26,136 s.f. (0.60 acres) of jurisdictional habitat at a 3:1 ratio. The applicant has agreed to restore the reach of Zaca Creek within the subject property, including a 10-foot wide top-of-bank buffer. This area encompasses approximately 32,831 s.f. (0.75 acres) (Fig. 7). The proposed restoration area is about 6,685 s.f. (0.15 acres) larger than that needed to achieve a 3:1 ratio, to account for the unknown acreage of native vegetation already present in Zaca Creek. This level of restoration, amounting to a 3.8:1 mitigation ratio, will fully mitigate potential impacts to Federal and State jurisdictional areas to less than significant levels.

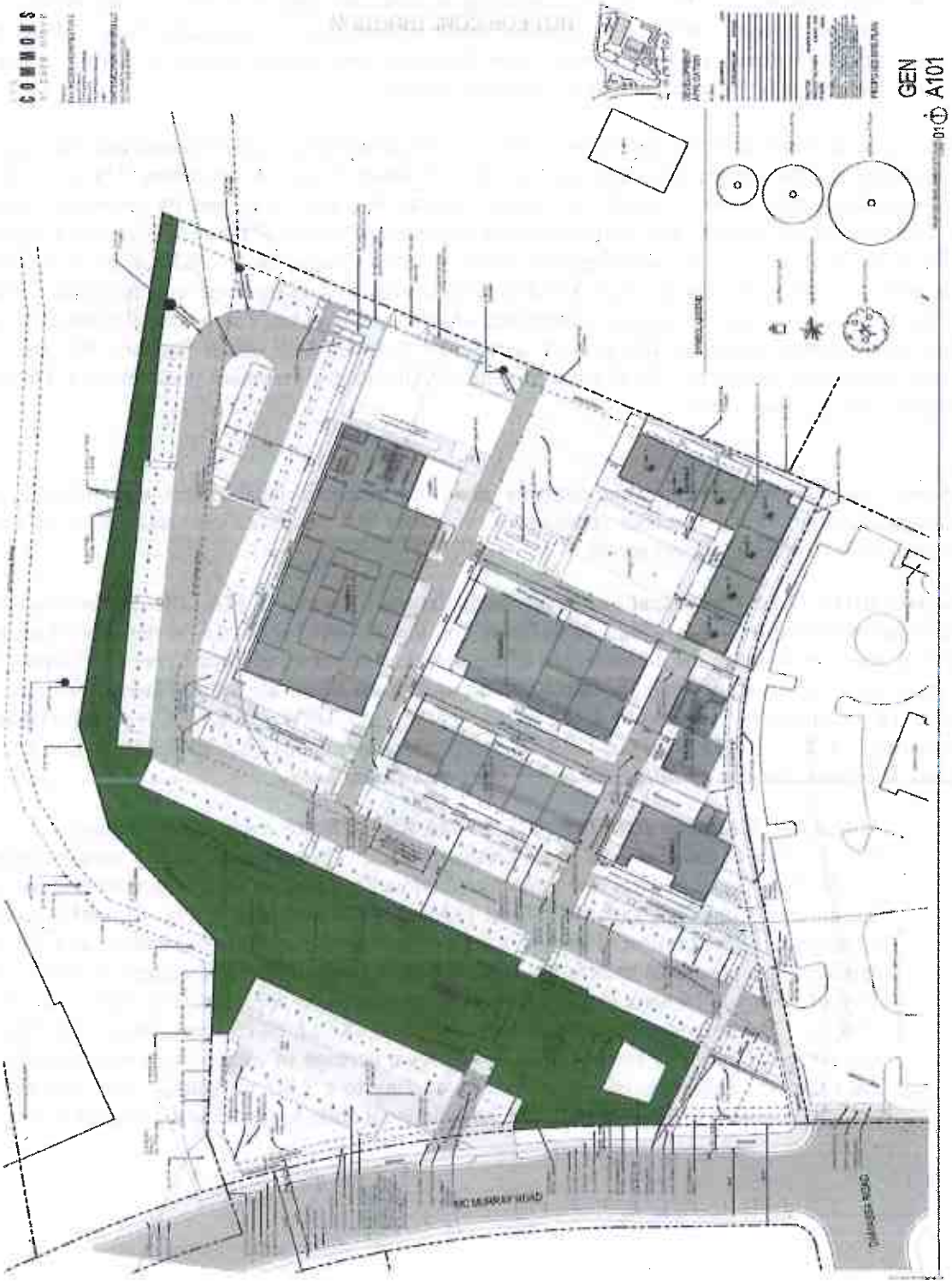

Figure 7.
Proposed Restoration Area (area in green), encompassing approximately 32,831 s.f. (0.75 acres).

Mitigation Measure BIO-1b: A qualified biologist/habitat restoration specialist shall prepare a Habitat Restoration and Monitoring Plan (HRMP) that details species, methods, and materials for eradication and controlling non-native vegetation, protecting existing native vegetation, installing native, locally-occurring plant species within the bed, banks, and top of bank buffer area of Zaca Creek on the subject property. The Plan shall identify success criteria that will be monitored to ensure that the restoration effort meets or exceeds Plan goals and will include a maintenance and monitoring component that extends for five (5) years post-planting to monitor and remediate (if necessary) conditions in the restoration area to ensure that specific performance criteria identified in the Plan are met or exceeded. Annual reports detailing field conditions and plant status, problems, and remedies shall be submitted to the City of Buellton Planning Department and the California Department of Fish and Wildlife by 1 June of each year.

Residual Impacts. Full implementation of the proposed mitigation measures, as approved and/or modified by the reviewing agencies, will mitigate this impact to less than significant levels.

Impact BIO-2 (Zaca Creek Top-of-Bank Setback): The applicant proposes to extend parking spaces and driveways to within 10 feet of the top-of-bank (TOB) of Zaca Creek. Although this setback may be approved by the City of Buellton because all buildings are situated at least 50 feet back from the top-of-bank, impacts to riparian habitats and wildlife could include: noise, increased human presence, disruption of nesting and or breeding activities, disruption of dispersal pathways or dispersal behavior, night lighting and glare from vehicle headlamps, bank erosion due to storm drain outfalls, and degradation of water and habitat quality due to polluted runoff. These impacts are associated with occupancy of the project and could extend for the life of the project.

Construction has the potential to degrade plant communities in the Zaca Creek riparian corridor because the top-of-bank setback is proposed to be 10 feet. Impacts could arise from erosion of soils disturbed during construction, disturbance of creek banks for construction of storm drain outfalls, dust generation, grading equipment and other construction vehicles going off-site, noise, and increased human presence during construction. During occupancy, site drainage, if directed towards Zaca Creek, could adversely affect coast live oaks, valley oaks, red willow copses, and other native vegetation by polluted runoff from the parking areas. These effects would be exacerbated in the northwestern corner of the subject property where development is proposed for both sides of Zaca Creek. ***This is a Class II impact that can be mitigated to less than significant levels.***

Mitigation Measure BIO-2a: The edge of the TOB buffer shall be surveyed and delineated in the field prior to any grading or construction activities. Orange construction fence with a 3-foot high band of silt fence dug into the base shall be installed along the surveyed line separating the TOB buffer from the construction area and this fencing shall be maintained for the duration of construction and landscaping. A qualified biologist shall supervise installation of this fencing. See also ***Mitigation Measure 4b***.

Mitigation Measure BIO-2b: Permeable paving shall be used for all parking areas abutting the 10-foot top-of-bank setback, as well as parking spaces abutting the valley oak tree buffers in the northeastern portion of the project site. The paving shall be designed to capture oils and other automobile products and reduce the presence of these hydrocarbons and oils in surface runoff.

Mitigation Measure BIO 2c: Site drainage shall be designed to use existing storm drains and curb/gutter structures along McMurray Road to the maximum extent possible. Other storm drain outfalls within the project area, if necessary, shall be designed to flow into vegetated swales located in the TOB setback. Surface runoff directed towards the top-of-bank of Zaca Creek shall be designed to avoid bank erosion through the use of vegetated rock rip-rap or other measures.

Mitigation Measure BIO-2d: Landscaping within the development envelope shall emphasize native, drought-tolerant species capable of surviving with little or no summer water once

established. Watering of this landscaping shall be done only with drip irrigation, not overhead spraying.

Mitigation Measure BIO-2e: No fertilizers, herbicides, or pesticides shall be used in the creek setback areas (TOB) buffer for the life of the project. Organic methods, such as composting, mulching, and hand-pulling of weeds shall be used to control weeds and maintain landscaping for the life of the project.

Mitigation Measure BIO 2f: Landscape maintenance crews shall be instructed as to the sensitivity of adjacent open space on the subject property.

Mitigation Measure BIO-2g: Grading for this project should be timed to occur between 1 April and 31 October (outside the rainy season). If this is not feasible, in addition to the required Storm Water Pollution Prevention Plan (SWPPP) for the project, all applicable Best Management Practices (BMPs) shall be used to prevent soil or sediment-laden water from entering Zaca Creek. These BMPs include, but are not restricted to the following measures:

- Install silt fence and other perimeter controls along the northern edge of the development envelope prior to site grading.
- Construction vehicles and personnel vehicles shall be parked only within the project site boundaries or offsite in designated public parking areas.
- Soil stockpiles shall be tarped and surrounded with sandbags if rain is forecast within 24 hours and stockpiles shall be located no closer than six (6) feet from the property boundaries.
- Disturbed soils that will be exposed for more than two weeks (14 calendar days) shall be sprayed with hydromulch to minimize dust generation or soil erosion.
- A water truck or other water delivery method shall be on-site continually to minimize dust generation.
- A qualified biological monitor shall be retained by the City to monitor compliance with these mitigation measures during construction.

Mitigation Measure BIO-2h: The outer edge of the top-of-bank buffer shall be permanently delimited from adjacent parking spaces by planting and maintaining a minimum 3-foot high hedge composed of a native species, locally-occurring species, such as lemonade berry (*Rhus integrifolia*). The plants shall be installed as 5-gallon container stock, and allowed to grow to a minimum height of 3 feet, then, pruned to maintain a dense structure. The hedge will serve to block glare from vehicle headlights into the Zaca Creek riparian corridor and reduce human intrusion into the riparian corridor. A qualified biologist shall supervise installation of this hedge as part of the Habitat Restoration and Monitoring Plan (HRMP).

Residual Impacts: No residual impacts are expected if the proposed mitigation measures are fully implemented.

Impact BIO-3 (Special-Status Plants and Plant Communities): Although the project site overall has a low potential to support special-status plant species, field surveys for the present document were conducted in summer and thus would not detect annual plant species. Grading for project development

could remove special-status annual plants from the site, if present. Sedimentation into Zaca Creek from soil disturbance on-site could also impact rare plants, if present. ***This is a Class II impact that can be mitigated to less than significant levels.***

Salix laevigata (red willow) Woodland Alliance, ***a State-listed special-status plant community,*** occurs around the existing concrete culvert intake of Zaca Creek in the southwestern corner of the subject property. Approximately 225 s.f. of this vegetation would be permanently removed by proposed construction of parking spaces in this area. ***This is considered a Class II, significant impact that can be mitigated to less than significant levels.***

> ***Mitigation Measure BIO-3a:*** A qualified biologist shall conduct a rare plant survey in late winter and/or spring throughout the project site, including the affected reaches of Zaca Creek. The biologist shall develop a plan to compensate for impacts to such species, if present on-site, including avoidance and minimization measures, as well as compensation measures incorporated into the Habitat Restoration Plan for this site, as necessary. The plan shall include measures to ensure an approved biologist will flag and fence avoidance locations before construction activities start to avoid impacts, and oversee any salvage and restoration planting efforts. If avoidance of special-status plant species is not feasible, compensatory mitigation shall provide for no-net-loss of each special-status plant species impacted, with a minimum 2:1 ratio (area restored/created/enhanced: area impacted) for CRPR list 1B species.
>
> ***Mitigation Measure BIO 3b:*** During implementation of Mitigation Measure BIO-2a (installation of orange construction fence to delimit the restoration area from construction area), a qualified biologist shall supervise pruning of red willow vegetation in this area to ensure that only a minimum amount is removed to accommodate construction.

Residual Impacts. Proper implementation of these mitigation measures will reduce impacts from this source to less than significant levels.

Impact BIO-4 (Special-Status Wildife): California red-legged frogs have a low potential of occurring on-site or in the project reach of Zaca Creek because this reach and the reaches for some distance upstream and downstream are dry for most of the year and/or channelized. However, there are CRLF records from this drainage two or more miles upstream and downstream of the project site and the project reach, so the project reach of Zaca Creek has a low potential to be used as a dispersal corridor for CRLF. The seasonal window for most dispersal is mid- to late spring when water is still present in Zaca Creek and again in late fall, when larvae metamorphose. However, during fall, the project reach of Zaca Creek is dry. CRLF, if present in the project reach could be impacted by grading associated with channelization of the unnamed tributary. ***This is considered a Class II, significant impact that can be mitigated to less than significant levels.***

Several special-status species of bats may occur in the project area, including one or more special-status species and roosts could be disrupted by construction activities and construction noise. ***This is a significant impact that can be mitigated to less than significant levels (Class II).***

> ***Mitigation Measure BIO-4a:*** A qualified biologist shall conduct USFWS protocol-level surveys (daytime and nighttime) of the project reach of Zaca Creek and the unnamed tributary during late winter/early spring when water is present in this reach of the creek to assess habitat suitability for CRLF. The surveys shall be completed no more than two weeks prior to the start of construction. If CRLF are detected in the project reach of Zaca Creek during these surveys, the biologist shall implement appropriate avoidance and minimization measures in consultation with the U.S. Fish and Wildlife Service staff and consistent with USFWS policies.
>
> ***Mitigation Measure BIO-4b:*** No work shall be conducted in jurisdictional areas during periods of rainfall or within 24 hours thereafter.

Mitigation Measure BIO-4c: Appropriate erosion control and site stabilization measures to minimize potential for downstream water quality impacts.

Mitigation Measure BIO-4d: Before any activities begin within the project site, an approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the CRLF and its habitat. Brochures, books, and briefings may be used in the training session, provided that a qualified person is available to answer any questions.

Mitigation Measure BIO-4e: Silt fence shall be installed along the lower portion of the orange construction fence to be installed along the top-of-bank buffer of Zaca Creek under the supervision of a qualified biologist (also see ***Mitigation Measure BIO-2a***). This silt fencing shall remain intact for the duration of construction and landscaping.

Mitigation Measure BIO-4f: The oak trees on and around the subject property may provide temporary (seasonal) roosts for bats, although surveys conducted for this document failed to find evidence of prolonged or repeated use of these specific trees for such uses. Prior to the start of grading or any construction activities, a qualified biologist shall conduct an acoustic survey to assess bat activity on-site. If bats are found roosting in oak trees on-site, the biologist shall confer with CDFW staff to determine how to proceed. At a minimum, the buffer established around oak trees shall benefit roosting bats.

Residual Impacts. Proper implementation of these mitigation measures will reduce impacts from this source to less than significant levels.

Impact BIO-5 (Loss of or Damage to Oak Trees): The proposed plan would eliminate an 18-inch dbh and a 24-inch dbh valley oak (*Quercus lobata*) in the southwestern corner of the subject property. A certified arborist has proposed to protect a 48-inch dbh and a 54-inch dbh valley oak in the northeastern corner of the subject property by establishing a 25-foot radius open space buffer extending outward from the trunk of each tree, and by installing a retaining wall 10 feet out from the trunk of a 48-inch dbh valley oak along the eastern property boundary to separate it from adjacent development (Fig. 1). These buffers are approximately at the dripline of these oak trees. Encroachment into the dripline of these trees could weaken or kill them. Oak trees greater than 8 inches dbh are protected by City of Buellton Land Use Element C/OS-13 (City of Buellton, 2005). ***This is a significant impact that can be mitigated to less than significant levels (Class II).***

Mitigation Measure BIO-5a: Loss of valley oaks shall be mitigated at a 3:1 ratio, consistent with City of Buellton Native Tree Protection Ordinance, and this ratio shall be maintained for the duration of the 5-year habitat restoration monitoring period, so that at least six (6) valley oaks survive and are at least six feet tall fin the restoration area after 5 years post-planting. Valley oaks also shall be included in the planting palettes for the landscaped portion of the site. Valley oaks planted as mitigation in the habitat restoration area shall be derived from acorns taken from on-site trees to preserve genetic integrity. The acorns shall be grown at a local native plant nursery and planted when they are a 5-gallon minimum size, then planted in the restoration area. Valley oaks used in landscaped areas can be purchased, but shall be no larger than 15-gallon trees and must be derived from local source stock.

Mitigation Measure BIO-5b: Orange construction fencing shall be placed at the 25-foot and 10-foot radii of the two valley oaks in the northeastern corner of the site and the one valley oak on the eastern property boundary, respectively. The fencing shall be installed at the same time as the TOB buffer fencing (**Mitigation Measure BIO-2a**), and shall be maintained for the duration of the construction phase of the project. A qualified biologist shall verify proper installation of this fencing. Vehicle parking, construction equipment, and all construction personnel shall be prohibited from entering the fenced areas.

Mitigation Measure BIO-5c: The project footprint in the northeastern corner of the subject property and along the eastern edge of the property should be modified to avoid the dripline of the three large valley oaks found there because loss of these very large, old trees cannot be mitigated.

Mitigation Measure BIO-5d: A certified arborist shall monitor grading of driveways adjacent to the oak trees in the northeastern corner of the project site and installation of the retaining wall in the eastern portion of the site to avoid or minimize impacts to the roots of these valley oaks. Any exposed roots greater than 1-inch in diameter shall be cut by the arborist.

Residual Impacts: Proper implementation of these mitigation measures will reduce impacts from this source to less than significant levels.

Impact BIO-6 (Use of Rodenticides): Zaca Creek and adjacent grasslands, scrublands, and woodlands east and northeast of the subject property support large populations of California ground squirrels, pocket gophers, mice, and kangaroo rats and also provide foraging, nesting, roosting, and cover for a wide variety of raptors and carnivores that depend on these rodent populations for food. These predators include white-tailed kites, Cooper's hawks, American badgers, bobcats, coyotes, mountain lions, and other species. The use of rodenticides on the project site during construction or building occupancy could reduce rodent populations that are critical food resources for special-status raptors and carnivores and poison these predators. ***This is a Class II impact that can be mitigated to less than significant levels.***

Mitigation Measure 6a: Because of the small size of the project site and its location adjacent to regionally important wildlife habitat, rodenticides shall be banned from use anywhere on-site during construction and building occupancy, i.e., for the life of the project. Only mechanical traps (snap-traps) shall be used, if necessary.

Residual Impacts: Implementation of these mitigation measures will fully mitigate potential impacts to raptors and their prey as long as rodenticides are banned.

Impact BIO-7 (Loss of Non-Regulated Wildlife): The proposed project has the potential to destroy the nests of non-regulated species of ground-nesting birds that may use the subject property (e.g., sparrows; killdeer, western meadowlarks, etc.), and disrupt nesting behavior of tree-nesting species that may nest in oaks and/or in the riparian corridor of Zaca Creek. Although the unnamed tributary and the upland habitats on-site are significantly disturbed, they nonetheless provide foraging space and cover for a number of common, generalist terrestrial species, such as western fence lizard (*Sceloporus occidentalis*), western skink (*Eumeces skiltonianus*), southern alligator lizard (*Elgaria multicarinata*), gopher snake (*Pituophis melanoleucus*), common kingsnake (*Lampropeltis getulus*), western rattlesnake (*Crotalus oreganus*), and other small vertebrates. These species will likely be killed or injured during rough grading of the site. ***This is a Class III (adverse) impact that can be mitigated to minimize impacts to unregulated wildlife populations.***

Mitigation Measure BIO-7a: Vegetation removal and/or construction shall be timed to avoid the nesting season for raptors and other birds, generally 1 February-15 September. If this is not feasible, a qualified biologist shall conduct a series of surveys for nesting birds starting no more than four weeks and no less than one week prior to construction. Measures to protect active nest shall be evaluated by a qualified biologist on a case-by-case basis, but could include maintaining a minimum 50-foot buffer around active non-raptor nests and 300-foot buffer around raptor nests. All active nests shall be monitored weekly until the young have fledged.

Mitigation Measure BIO-7b: A qualified biologist shall direct the initial site clearing to include having a bulldozer or grader make several passes to first remove vegetation (grasses and shrubs) from development envelope, then the upper six inches of soil in two lifts of three inches/lift in order to capture and relocate any lizards, snakes, and/or small mammals that are in good

condition to Zaca Creek or adjacent open space. Individuals that are killed during grading and are in good condition shall be collected for accession into the zoology collections of the Santa Barbara Museum of Natural History and/or the University of California-Santa Barbara.

Mitigation Measure BIO-7c: A City-approved biologist shall conduct a pre-construction meeting on-site for all construction personnel prior to commencing any grading or construction activities. The purpose of the meeting will be to discuss biological sensitivities associated with the project, permit conditions, BMPs to avoid or minimize environmental impacts, and other topics. The biological monitor shall conduct "tailgate" sessions to review these issues, as-needed. The biologist shall also perform regular site inspections to ensure permit compliance, subject to City requirements.

Residual Impacts: Implementation of this mitigation measure will fully mitigate potential impacts to wildlife.

Impact BIO-8 (Night-Lighting): Because of the small size and location of the project site, lighting in the parking areas and Assembly Building, including the residence, could disturb raptor nesting, roosting, and foraging behavior and nocturnal wildlife behavior in Zaca Creek and in open space areas east and northeast of the subject property. ***Interference with movement patterns, nesting, foraging, and/or roosting behavior of non-regulated and protected wildlife is a Class II impact that can be mitigated to less than significant levels.***

Mitigation Measure BIO-8a: Night-lighting throughout the site shall use the lowest wattage and least number of lights consistent with safety. All lighting shall be shielded and directed downward and away from Zaca Creek, as well as open space east of the subject property, in order to minimize light pollution of adjacent areas.

Residual Impacts: Implementation of this mitigation measure will mitigate potential impacts to wildlife from night-lighting to less than significant levels.

Impact BIO-9 (Trash): Trash generated during construction and project occupancy could be an attractive nuisance for wildlife. ***Trash accumulation is a significant Class II impact that can be mitigated to less than significant levels.***

Mitigation Measure BIO-9a: Trash receptacles shall be provided and maintained for the duration of construction. A qualified biologist shall function as construction monitor and shall hold a pre-construction training session for all construction personnel to discuss trash disposal (and other environmental permit conditions). Site clean-up shall be a routine component of maintenance and trash receptacles shall be emptied immediately following any social functions during project occupancy.

Residual Impacts: Implementation of this mitigation measures will mitigate potential impacts to wildlife from trash to less than significant levels.

Impact BIO-10 (Building Architecture): Project design elements, such as overhanging eaves, could attract cliff swallows, house finches, and other birds to opportunistically nest on buildings. Removing or otherwise disturbing active bird nests of any species is a violation of the State Fish and Game Code and the Federal Migratory Bird Treaty Act. It also diminishes the reproductive effort of these species in the vicinity of the project area. ***This is a Class II impact that can be mitigated to less than significant levels.***

Mitigation Measure BIO-10a: Impacts can be reduced or avoided by designing structures to make them less attractive to nesting birds, or by installing bird netting beneath eaves before nests have been constructed. The project shall be designed to incorporate structural components that do not promote nesting by swallows, finches, or other birds (no eaves on buildings, etc.).

Residual Impacts: Implementation of this mitigation measure will fully mitigate potential impacts to swallows, house finches, and other species of birds.

Impact BIO-11 (Non-Native Landscape Plantings): Landscaping for the project has the potential of degrading plant and wildlife communities if invasive species that were planted as landscaping were to escape cultivation and disperse to Zaca Creek. ***This is a significant (Class II) impact that can be mitigated to less than significant levels.***

> ***Mitigation Measure BIO-11a:*** The landscape architect for the project shall design a planting plan that emphasizes native, locally-occurring species to create landscaping that has both aesthetic value and value to wildlife and will not pose a hazard to vegetation in open space areas. A qualified biologist shall review and approve planting plans prior to implementation. Native plants shall be used for landscaping for the life of the project.
>
> ***Mitigation Measure BIO-11b:*** Fertilizers, herbicides, and/or pesticides shall not be used on any landscaping of the project site. Only organic methods, such as composting, mulching, and hand-pulling of weeds shall be used for the life of the project.

Residual Impacts: Implementation of these mitigation measures will mitigate potential impacts to wildlife and habitats from this impact to less than significant levels.

Impact BIO-12 (Interference with Wildlife Movements): The project is being built on a vacant site adjacent to larger parcels of open space that provide valuable habitat for wildlife. The downstream end of Zaca Creek in the southwestern corner of the subject property enters a culvert. As such, the project area reach of the drainage may be a dispersal corridor for only the most urbanized wildlife, such as raccoons, striped skunks, and opossums. Construction and use of the property is expected to have less than significant impacts to wildlife movement in general. ***This is considered to be a Class III impact: adverse, but less than significant.***

12.0 Cumulative Impacts. Construction of the project will permanently eliminate approximately 4.25 acres of open space that provides foraging habitat for raptors and carnivores is used by generalist species of lizards, snakes, and small mammals as foraging and cover habitat. The project site abuts more extensive open space areas to the east and northeast that also provides habitat for these species. Permanent loss of the subject property due to development is an adverse, but less than significant contribution to cumulative loss of wildlife habitat in the region.

Development of the subject property, when viewed in light of recent and future incremental development of adjacent parcels, e.g., Walker-Firestone Brewery north of subject property, Hampton Inn south of subject property, development NE of the intersection of McMurray Road x Highway 246, etc., will incrementally add to the cumulative degradation of the biological value of an approximately 0.5 mile developed reach of Zaca Creek.

Development of the proposed project will eliminate two mature valley oaks, which will be replaced at a 5:1 ratio. Mitigation measures have been incorporated into the proposed project to protect the three remaining mature valley oaks on-site. These measures should be sufficient to not add to the net regional loss of this important tree species, as documented in Brown and Davis (1991).

As development within the City of Buellton proceeds, the remaining open space parcels within the City limits become progressively more important for raptors and other wildlife and potential areas to preserve and enhance urban oak woodlands.

e. and f. The project would not conflict with any provisions of the General Plan related to biological resources. The site is not subject to any Habitat Conservation Plan.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

a. A Phase I cultural resources assessment of the subject property was conducted by Kristina M Gill, which included an archaeological field survey on July 1, 2015. An archival records search identified no previously recorded archaeological sites or historic resources within a half-mile radius of the project area. The field survey was negative for prehistoric resources, and no historical resources considered significant under CEQA were identified on the property. There are no existing structures on the site. No impacts to historic or cultural resources are anticipated during future development of this parcel.

b.and c. The project site is undeveloped and vacant. Approximately one-half of the site is within the 100-year flood boundary of adjacent Zaca Creek, portions of which have been channelized and placed underground during construction of Highway 101. Disturbance of the site has likely resulted from historic flooding events and more recent construction of public improvements. No known artifacts have been found on this site. Therefore the potential for further discoveries is extremely unlikely. In the unlikely event that previously unidentified cultural resources are encountered during site grading activities, state laws related to the protection of cultural resources would apply, including the requirement to stop work and consult with both Native American representatives and the City.

d. Since no known cemetery uses or burial sites are located on or adjacent to the site, no impacts to human remains are anticipated. If human remains are discovered, the Health and Safety Code has protocols that must be followed

Findings and Mitigation: Potential impacts are considered less than significant with the incorporation of the following mitigation measure:

CR – 1: Halt Work Order for Archaeological Resources. If unanticipated cultural resources are exposed during construction of the Project, all earth disturbing

work within the vicinity of the find must be temporarily suspended until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A representative should monitor any mitigation excavation associated with Native American materials.

Monitoring:
Upon notification by project developer of discovery of a potential find, Planning Department will verify that archaeologists and Native American representatives have been contacted to evaluate the materials found and, if necessary, to monitor any consequent mitigation activities.

ISSUES:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				X
ii) Strong seismic ground shaking?			X	
iii) Inundation by seiche, tsunami, or mudflow?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil creating substantial risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

The following analysis of geological resources is based on the City's Safety Element of the General Plan and the Geotechnical Investigation Report (GSI Soils Inc., July 2015) that was prepared for the project.

a. Geologic Hazards:
i) Fault Rupture: There are no known active fault lines within the City, and the site is not located within an Alquist-Priolo Earthquake Fault Zone as defined by the State of California. No impacts would occur.

ii) Groundshaking: The San Andreas Fault, located approximately 74 kilometers east Buellton, dominates both the geologic structure and seismicity of the project area. The largest upper level earthquake in Buellton would be an approximate 7.8 moment magnitude earthquake on the San Andreas Fault. However, faults closer to the project site also have the potential to generate earthquakes and strong groundshaking at the site. These include: (1) the active Los Alamos-Baseline fault, located approximately 6 miles north of the site and assigned a maximum earthquake magnitude of 6.8; and (2) the potentially active Santa Ynez Fault, located approximately 1 mile south of the site. Although higher accelerations may be experienced in Buellton from these faults compared to events on the San Andreas Fault, the recurrence interval for such events is much longer than for an event on the active San Andreas Fault Zone.

Seismic safety issues would be addressed through the California Building Code and implementation of the recommendations on foundation and structural design contained in the above referenced soils investigation. Less than significant impacts would result.

iii) Seiche, Tsunami, Mudflow: The site is not located in the vicinity of any body of water that could result in a seiche or tsunami, and the project site is relatively flat and is not located adjacent to any substantial slopes. No impacts would occur.

iv) Landsliding: Slopes in the City are geologically stable and are not subject to major landslides. The project site is on a generally level property. As such, landsliding impacts would not occur.

b. Erosion: The project proposes grading to create a level building pad, above the 100-year floodplain limits, for the proposed structures and related improvements. Cutting and filling may result in increased erosion. Increased runoff from the proposed impervious surfaces could also increase site erosion. Erosion could lead to additional sediment in the off-site drainage facilities. The City's adopted Grading Ordinance, requirements of the Regional Water Quality Control Board, and the City's standard conditions of approval require erosion and sediment control plans for all projects. Based on the implementation of these requirements, the impact to erosion is considered less than significant.

c., d. Unstable/Expansive Soils, Liquefaction, Settlement:
While the site is suitable, from a geotechnical engineering standpoint, for construction of the proposed project, the Geotechnical Report concluded that there may be some potential for settlement, soil expansion, instability during excavation/grading, and soil corrosivity. The Report sets forth recommendations to be incorporated into the project plans and specifications; based on the implementation of these requirements, impacts are considered less than significant.

Based upon the analysis performed as part of the Geotechnical Report, it was concluded that: there is a very low potential for liquefaction to occur at the site due to the absence of requisite soil density and groundwater conditions; and the potential for seismically induced settlement is also considered to be low.

e. Suitability for Septic Systems: All project wastewater would be discharged to the City sewer system. No septic systems have been proposed. No impacts would result.

Findings and Mitigation: Impacts would be less than significant, so no mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

The greenhouse gas emissions section has been prepared by Rincon Consultants on contract to the City of Buellton. All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study. (References to and numbering of Tables and Figures in the Initial Study Section VII. reflect numbers in original Greenhouse Gas Emissions analysis document by Rincon.)

Setting

Project implementation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change. The following summarizes the regulatory framework related to climate change.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. Furthermore, on September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 extends AB 32, directing the California Air Resources Board (ARB) to ensure that GHGs are reduced to 40 percent below the 1990 level by 2030.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions in March 2010. These guidelines are used in evaluating the cumulative significance of GHG emissions from the proposed project. According to the adopted CEQA Guidelines, impacts related to GHG emissions from the proposed project would be significant if the project would:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or*

- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). The SBCAPCD has developed GHG thresholds for stationary projects, which include equipment, processes, and operations that require an APCD permit to operate. Neither the City of Buellton nor the SBCAPCD has developed or adopted GHG significance thresholds for residential and commercial projects; however, Santa Barbara County recommends the use of San Luis Obispo Air Pollution Control District (SLOAPCD) Greenhouse Gas Thresholds, as adopted in April 2012. SLOAPCD GHG thresholds are summarized in Table 1.

Table 1
SLOAPCD GHG Significance Determination Criteria

GHG Emission Source Category	Operational Emissions
Residential and Commercial Projects	Compliance with Qualified GHG Reduction Strategy 2. OR Bright-Line Threshold of 1,150 MT of CO_2e/yr OR Efficiency Threshold of 4.9 MT CO_2e/SP*/yr

**SP = Service Population (residents + employees)*
For projects other than stationary sources, compliance with either a Qualified Greenhouse Gas Reduction Strategy, or with the Bright-Line (1,150 CO2e/ yr.) or Efficiency Threshold (4.9 MT CO2e/SP/yr.) would result in an insignificant determination, and in compliance with the goals of AB 32. The construction emissions of projects will be amortized over the life of a project and added to the operational emissions. Emissions from construction-only projects (e.g. roadways, pipelines, etc.) will be amortized over the life of the project and compared to an adopted GHG Reduction Strategy or the Bright-Line Threshold only.

The SLOAPCD "bright-line threshold" was developed to help reach the AB 32 emission reduction targets by attributing an appropriate share of the GHG reductions needed from new land use development projects subject to CEQA. Land use sector projects that comply with this thresholds would not be "cumulatively considerable" because they would be helping to solve the cumulative problem as a part of the AB 32 process. Such small sources would not significantly add to global climate change and would not hinder the state's ability to reach the AB 32 goal, even when considered cumulatively. The threshold is intended to assess small and average sized projects, whereas the per-service population guideline is intended to avoid penalizing larger projects that incorporate GHG-reduction measures such that they may have high total annual GHG emissions, but would be relatively efficient, as compared to projects of similar scale. Therefore, the bright-line threshold is the most appropriate threshold for the proposed project, and the proposed project would have a potentially significant contribution to GHG emissions if it would result in emissions in excess of 1,150 metric tons of CO_2E per year.

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these comprise 98.9% of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF_6, were also considered for the analysis. However, because the project is a retail and restaurant development, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent weight in CO_2 (CO_2e). Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted, but these other GHG emissions would not substantially add to the calculated CO_2e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (January 2008) and include the use of the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009).

Impact Analysis

a) GHG emissions associated with project construction and operations are discussed below.

Construction Emissions. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA, 2008). Nevertheless, air pollution control districts such as the SLOAPCD have recommended amortizing construction-related emissions over a 50-year period in conjunction with the proposed project's operational emissions.

Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. For the proposed project, site grading would involve cut and fill, with a net import of 630 cubic yards (cy). Default CalEEMod haul trip lengths were assumed for export. Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1, based on an estimated construction schedule of 14 months and the CalEEMod default projects for the equipment used during construction. Complete results from CalEEMod and assumptions can be viewed in Appendix A.

As shown in Table 2, construction activity associated with the project would generate an estimated 461 metric tons of CO_2e units. Amortized over a 50-year period (the assumed life of the project), construction of the proposed project would generate an estimated 9.2 metric tons of CO_2e per year.

Table 2
Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent (CO_2E)
Total Estimated Construction Emissions	460.6 metric tons
Amortized over 50 years	9.2 metric tons per year

See Appendix A for CalEEMod Results.

On-Site Operational Emissions. Operational emissions from use of the proposed project were also estimated using CalEEMod (see Appendix A for calculations). Operational impacts include emissions from energy and natural gas; area sources including consumer products landscape maintenance, and architectural coatings; waste generations; water and wastewater usage; and mobile combustion. The project's use of high efficiency LED lighting was taken into account in the CalEEMod; therefore, the mitigated emissions from CalEEMod results are reported herein.

Direct Emissions from Mobile Combustion. Emissions from vehicles driving to and from the site were based on the Traffic and Circulation Study conducted by the Associated Transportation Engineers (2016), using the standard Institute of Transportation Engineers (ITE) vehicle trip rates. Emissions of CO_2 and CH_4 from transportation sources were quantified using CalEEMod. The project would increase land use diversity in the vicinity of the project site by introducing a mix of restaurant and retail uses, reducing vehicle trips and vehicle miles traveled (VMT) from local residents leaving the city to access similar amenities elsewhere. The project site is also approximately 0.3 miles north of a Santa Ynez Valley Transit stop. Reductions in VMT through land use diversity and proximity to transit was taken into account in the CalEEMod results reported herein. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (refer to Appendix A for calculations). Emission rates for N_2O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

Combined Annual Construction, Operational, and Mobile GHG Emissions. Table 3 combines the construction and operational GHG emissions associated with development for the proposed project. As described above, emissions associated with construction activity (approximately 461 metric tons CO_2e) are amortized over 50 years (the anticipated lifetime of the project).

Table 3
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	9.2 metric tons CO_2e
Operational	
Area	<0.1 metric tons CO_2e
Energy	232.1 metric tons CO_2e
Solid Waste	54.8 metric tons CO_2e
Water	17.3 metric tons CO_2e
Mobile	
From CO_2 and CH_4	968.7 metric tons CO_2e
From N_2O	47.3 metric tons CO_2e
Total	**1,329.4 metric tons CO_2e**
Threshold	*1,150 metric tons CO_2e*
Threshold Exceeded?	**Yes**

Sources: See Appendix A for calculations and for GHG emission factor assumptions.

As shown in Table 3, the combined annual emissions would total approximately 1,329 metric tons per year of CO_2e. These emissions exceed the applicable threshold of 1,150 metric tons per year. Therefore, impacts resulting from GHG emissions would be *potentially significant unless mitigation is incorporated.*

Mitigation Measures

Implementation of the following mitigation measure would be required to reduce impacts to a less than significant level.

GHG-1 **GHG Reduction Plan.** The project shall reduce operational GHG emissions through implementation of one or more of the following measures:

Prior to permit issuance, develop a project GHG Reduction Plan that reduces annual GHG emissions from the project by a minimum of 179.4 MT CO_2e per year over the operational life of the project. The plan will be implemented on site by the project applicant and may include, but is not be limited to, the following components:

1. Charging stations for alternative fuel vehicles
2. Energy and water efficient equipment, appliances, heating and cooling
3. Energy efficient lighting
4. Green building and roofs
5. Water conservation and recycling
6. Renewable energy production
7. Trip reduction (e.g., employee ridesharing, vanpool/shuttle)
8. Carbon sequestration

9. Recycling and composting of solid waste

and/or

If GHG emissions cannot be fully reduced by a minimum of 179.4 MT CO_2e per year over the operational life of the project through compliance with a project GHG Reduction Plan, purchase carbon offsets to reduce GHG emissions below threshold levels.

Plan Requirements and Timing. Applicable elements of the project GHG Reduction Plan shall be reflected on project site plans prior to permit approval. If GHG emissions cannot be reduced through compliance with such a plan, purchased carbon offsets shall be approved by Planning Department staff prior to permit approval.

Monitoring: Condition compliance shall monitor and verify implementation of measures included in the GHG Reduction Plan to ensure implementation of mitigation measures included in the plan.

Mitigation Measure GHG-1 would feasibly reduce GHG-related impacts to a less than significant level. As demonstrated in Table 4, although the GHG Reduction Plan could include a mix of options, implementing a trip reduction program for employees, providing renewable energy production like solar panels on site to provide 80% of energy needs and reducing solid waste disposal by 75 percent would reduce the project's GHG emissions to below the threshold level of 1,150 metric tons of CO_2e per year.

Table 4
Combined Annual Emissions of Greenhouse Gases with Mitigation Measure GHG-1

Emission Source	Annual Emissions
Construction	9.2 metric tons CO_2e
Operational	
Area	<0.1 metric tons CO_2e
Energy	108.9 metric tons CO_2e
Solid Waste	13.7 metric tons CO_2e
Water	17.3 metric tons CO_2e
Mobile	
From CO_2 and CH_4	915.6 metric tons CO_2e
From N_2O	43.2 metric tons CO_2e
Total	**1,107.9 metric tons CO_2e**
Threshold	*1,150 metric tons CO_2e*
Threshold Exceeded?	**No**

Sources: See Appendix A for calculations and for GHG emission factor assumptions.

b) The City of Buellton has not adopted a Climate Action Plan. The County of Santa Barbara Planning Commission adopted the Energy and Climate Action Plan (ECAP) for the County of Santa Barbara in May 2015 (County of Santa Barbara 2015). However, this plan applies to unincorporated areas of Santa Barbara County and not incorporated cities such as Buellton. SBCAG has incorporated sustainable community strategy into its Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) plan, which is designed to help the region achieve its SB 375 GHG emissions reduction target. The SBCAG 2040 RTP/SCS demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The RTP/SCS sets forth goals and objectives related to mixed-use development and the jobs-housing imbalance. The RTP/SCS includes an objective to "encourage affordable and workforce housing and mixed-use development within urban boundaries." In addition, the RTP/SCS looks to increase jobs within the City of Buellton, in order to bring the jobs-housing ratio in Buellton up from 1.08 to closer to the ideal ratio of 1.5. The project is consistent with the mixed-use objective through the creation of retail, restaurant, and warehouse space, and would create job opportunities within Buellton to improve the jobs-housing balance. In addition, the project would be required to comply with existing State regulations, which include increased energy conservation measures and other actions adopted to achieve the overall GHG emissions reduction goals identified in AB 32.

Because there is no locally adopted GHG Reduction Plan to reduce emissions from new development, the project would be consistent with the applicable land use and zoning designations, and the project would not conflict with any State regulations intended to reduce GHG emissions statewide, the project would be consistent with applicable plans and programs designed to reduce GHG emissions. The project would not conflict with any plan, policy, or legislation related to GHG emissions. Therefore, impacts would be *less than significant.*

Findings and Mitigation: Impacts would be less than significant, so no mitigation is required.

ISSUES:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

The following analysis of Hazards and Hazardous Materials is based on the City's Safety Element of the General Plan and the Phase I Environmental Site Assessment (SCS Tracer Environmental, June 2015) that was prepared for the property.

a. and b. Hazardous Substances and Hazardous Materials Releases: The project would not create reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, as the project would not involve the storage or transport of substantial quantities of such materials, or any hazardous design features. No impacts would occur.

c. Hazardous Materials Near Schools: The project site is not located within one-quarter mile of an existing or proposed school. The nearest schools are Jonata Middle School, located approximately 0.8 miles west of the site, and Zaca Center Pre-School, which is about 0.9 miles southwest of the site. No impacts are anticipated.

d. Hazardous Materials Sites: The project site is vacant and undeveloped, and there is no visible evidence of past underground storage tanks or soil contamination. There appear to be historic pipeline segments on the southern bank of Zaca Creek as it traverses the site; these pipeline segments have no visible signs of oil staining or other obvious chemical indicators, and are thus likely related to historic water and/or wastewater infrastructure in the area. Neither Santa Barbara County nor the City of Buellton have record of past or proposed development activity that would contribute to the likelihood of hazardous materials being present on the site. No impacts are anticipated.

e., f. Public and Private Airstrip Safety Hazards: No public or private airports are in the vicinity of the project site.

g. Emergency Response/Evacuation: The project site is not subject to an emergency response or evacuation plan. No impacts would occur.

h. Wildland Fire Hazards: The proposed project is an urban infill site, on the edge of existing development at the easterly boundary of the City . The topography, climate and vegetation (grasslands and oak woodlands) outside of the City limits are conducive to the spread of wildland fires in the region. The project site is in a wildland fire hazard area as identified in the Safety Element of the Buellton General Plan. The proposed commercial project consists of retail and restaurant uses; a single residential unit is provided for an on-site property manager. The proposed access and internal circulation system would ensure adequate emergency vehicle access to all portions of the site. Fire safety issues would be addressed through standard project conditioning including, but not limited to, the requirement for automatic sprinklers, alarm system, roadway and emergency access, fire flow, fire hydrants, fire extinguishers, fire breaks and/or fire resistant vegetation consistent with Fire Department requirements for the fire hazard severity of the site. Therefore, the impacts are considered less than significant.

Findings and Mitigation: Impacts would be less than significant, so no mitigation is required.

ISSUES:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

a. RWQCB Standards: The proposed commercial project is designed to meet City stormwater quality and flood control requirements. The proposed project would discharge wastewater directly to the public sewer system; since the proposed uses include restaurants and/or food service facilities, wastewater discharge would pass through a grease interceptor per City ordinance for a restaurant. Therefore, the impact is considered less than significant.

b. Groundwater Supply: Water is supplied to the City of Buellton from the Buellton Uplands Groundwater Basin, the Santa Ynez River Riparian Basin, and State Water Project (SWP). Water allocation from the SWP varies based on local demand and availability. Therefore, the City's SWP supplies may fluctuate based on the quantity of water the City's needs to meet demand and whether or not it is available from the State. Neither groundwater basin is in a state of overdraft, as the natural recharge rates either exceed the capacity of the basin or exceed the rate of pumping from the basin. Furthermore, the Buellton Uplands Groundwater Basin has a net surplus of 800 AFY. The project would create an increased demand for water, but the City has an adequate supply to accommodate the proposed project, and development at this location is already anticipated under the General Plan. Impacts would be less than significant.

c. Drainage Patterns (Erosion): The project proposes to place the entire length of the unnamed minor tributary of Zaca Creek (275 linear feet) in the northeastern corner of the property into a culvert and create a parking lot and landscaped areas over the tributary area. This activity will be completed under a Streambed Alteration Agreement (CDFW) and other regulatory permits from the US Army Corps of Engineers and the Regional Water Quality Control Board, which would include applicable measures to mitigation potential erosion and siltation. See Biological Resources section for additional information.

In addition, all grading of the site must conform to the erosion control requirements of the National Pollutant Discharge Elimination System (NPDES) regulations. The project will also be required to comply with the City's 2013 Stormwater Ordinance.

The proposed improvements will not significantly alter the drainage pattern in a manner that would result in erosion or siltation either on- or off-site.

d. Drainage Patterns (Flooding): As stated in the Preliminary Flood Study (July 2015) prepared by Stantec, FEMA does not allow fill to be placed within a floodway (in this instance, Zaca Creek) that would result in any rise in the flood elevation. A portion of the site is located in the 100-year floodplain, and fill in the floodplain is generally allowed if it does not raise flood elevations beyond an acceptable amount per the City's floodplain ordinance. The development will require grading to raise the grade so

the finished floor elevation is 2 feet above the base flood elevation level. On-site run-off and flood control requirements will be met through the use of a system of permeable pavers and catch basins. The proposed improvements will not significantly alter the drainage pattern in a manner that would result in flooding either on- or off-site.

e. Runoff/Stormwater Drainage System Capacity: The proposed development will be designed to convey all site-generated stormwater to five sections of permeable pavers, located in the parking spaces along both sides of Zaca Creek. The pavers are designed to accommodate a 25-year storm event while allowing the proposed development runoff to not divert from historical drainage patterns. Any water the pavers will not hold will enter catch basins which will contain the water until the top of grate is reached, after which the water will then be piped into Zaca Creek. The combined runoff that each system of pavers/catch basins contributes to Zaca Creek, after a corresponding rain event, does not exceed the amount of runoff before development for any event.

f. Substantially Degrade Water Quality: Increase in potential erosion and sedimentation to drainages is expected with grading activities, which could impact water quality. However, compliance with the NPDES and Regional Water Quality Control Board Resolution R3-2013-0032 (Adopted July 12, 2013, which addresses Post-Construction Stormwater Management Requirements for development projects, essentially updating previous SWPPP regulations) would result in less than significant impacts.

g. Housing within Floodplains: Although a portion of the site is within the 100-year flood plain, the proposed development is not a housing project. One residential dwelling unit is provided for an on-site manager. The development will require grading to raise the grade so the finished floor elevation of all buildings is 2 feet above the base flood elevation level. Impacts to housing would be less than significant.

h. Flood Hazards: A portion of the site, approximately the western half, is within the 100-year flood plain. The project would be graded in a manner that raises structures above the flood plain, which could alter the extent of the floodplain upstream of the site. The cut and fill required would be almost balanced on-site, resulting in a net export of 230 cubic yards of earth. The grading would raise the building finish floor elevation (outside the floodway) by roughly 2 feet on average over the current base flood elevation, in compliance with the City's floodplain ordinance.

i. Flooding and Dam Failure: The project site is not located in a dam failure inundation hazard area. No impacts would result.

j. Seiche, Tsunami, Volcano: The site is not located in the vicinity of any body of water that could result in a seiche or tsunami, and no volcanic activity occurs in the region. No impacts would result.

Findings and Mitigation: Since no significant impacts were identified, no mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?				X

a. Physical Division of Established Communities: The proposed project is an urban infill site, at the edge of existing development and located along a commercial collector street (McMurray Road). As such, it does not divide an established community.

b., c. Policy Consistency/Habitat Plan: The proposed project is consistent with the applicable policies of the Buellton General Plan and meets the development standards of the Buellton Municipal Code. No habitat or conservation plans exist within the City of Buellton. A policy consistency analysis is provided below.

GENERAL PLAN POLICY CONSISTENCY

The consistency of the proposed project with the applicable General Plan policies is described in the paragraphs below.

Land Use Element

Policy L-5: New development shall not be allowed unless adequate public services are available to serve such new development.

Consistent: Adequate infrastructure exists in the area to serve the proposed project.

Policy 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.

Consistent: The project will: include bike racks, a bike share program and bicycle paths to encourage bicycle use and promote ridership on the existing Class 2 Bikeway along McMurray Road and the potential future enhanced bicycle connections between the McMurray Road area and the Avenue of Flags; provide an enhanced pedestrian path, both internally and for direct access to the public sidewalk along McMurray Road, thereby encouraging pedestrian activity when accessing nearby neighborhood

commercial centers (new Crossroads Center to the south, Firestone Walker Restaurant-Brewery to the north, Avenue of Flags commercial area to the west.)

Policy L-12: All exterior lighting in new development shall be located and designed so as to avoid creating substantial off-site glare, light spillover onto adjacent properties, or upward into the sky. The style, location, and height of the lighting fixtures shall be submitted with building plans and shall be subject to approval by the City prior to issuance of building or grading permits, as appropriate.

Consistent: Lighting fixtures and a Master Sign Plan consistent with this policy and the Community Design Guidelines are shown on the project plans.

Policy L-25: The visitor-serving sector of the local economy should be maintained and, as demand increases, expanded.

Consistent: The project is a new destination development with hospitality-oriented commercial uses catering to the dining, tasting room and artisan retail needs of local residents, visitors and tourists alike.

Circulation Element

Policy C-2: Facilities that promote the use of alternate modes of transportation, including bicycle lanes and connections, pedestrian and hiking trails, park-and-ride lots and facilities for public transit shall be incorporated where feasible into new development, and shall be encouraged in existing development.

Consistent: The project will: include bike racks, a bike share program and bike paths to encourage bicycle use and promote ridership on the existing Class 2 Bikeway along McMurray Road and the potential future enhanced bicycle connections between the McMurray Road area and the Avenue of Flags; provide an enhanced pedestrian path, both internally and for direct access to the public sidewalk along McMurray Road, thereby encouraging pedestrian activity when accessing nearby neighborhood commercial centers (new Crossroads Center to the south, Firestone Walker Restaurant-Brewery to the north, Avenue of Flags commercial area to the west.)

Policy C-5: Level of Service "C" or better traffic conditions shall be generally maintained on all streets and intersections, lower levels of service may be accepted during peak times or as a temporary condition, if improvements to address the problem are programmed to be developed.

Consistent: Based on the traffic study prepared for the project, all roads and intersections would generally continue to operate in the LOS A – C range during the A.M. and P.M. peak hour periods. The State Route 246 (SR 246) / McMurray Road intersection however would operate in the LOS D range during the P.M. peak hour period. As set forth in the City's General Plan, future programmatic improvements to the SR 246 / McMurray Road intersection (lane additions) would return the LOS to an acceptable level over time. New development projects in the City are required to pay into the Traffic Improvement Fee Program, with such payments representing a fair share of the cost of identified improvements to mitigate incremental project impacts.

Policy C-7: The City should discourage new commercial or industrial development that allows customers, employees, or deliveries to use residential streets. The circulation system should be designed so that non-residential traffic (especially truck traffic) is confined to non-residential areas.

Consistent: No residential streets are needed to access the property.

Policy C-10: The following standards apply to the streets and truck circulation routes shown on Figure C-1 [of the General Plan Circulation Element].

ROADWAY STANDARDS (excerpt)

Type of Street	Land Use Served	Example
Commercial Collector	Sub-city commercial and industrial areas	Avenue of Flags, McMurray Road, Industrial Way

Consistent: The applicant has requested vacation and acquisition of unimproved excess City right-of-way along a portion of the McMurray road frontage, classified in the Circulation Element as a Commercial Collector street. The resulting roadway width would be consistent with the City's Commercial Collector roadway standards for that portion of McMurray Road. The City's Traffic Engineer has determined that the excess right-of-way would not be required by the City in the foreseeable future.

Policy C-16: The City shall require the provision of adequate off-street parking in conjunction with all new development. Parking shall be located convenient to new development and shall be easily accessible from the street.

Consistent: The on-site parking meets Municipal Code requirements.

Policy C-19: Existing and planned bikeways are described in the Buellton Bikeways Master Plan. The Bikeway network should be developed when:

a) Street sections are repaved, restriped, or changes are made to its cross-sectional design,
b) Street section are being changed as part of a development project,
c) New development or expansions of existing development are on or adjacent to property where planned bikeway improvements are located, or
d) The construction of bike lanes or paths is called for by the City's Capital Improvement Plan.

Consistent:
Public improvements are proposed in McMurray Road, including widening of the McMurray Road by 35' to the east of existing CL, to include northbound lane, bike/shoulder lane, curb and gutter and sidewalk. The project will be conditioned to implement the proposed Class II bikeway along its McMurray Road frontage north of Damassa Road, and a Class III bikeway along Damassa Road between McMurray and Avenue of Flags, as set forth in the City's Bicycle and Pedestrian Master Plan. No additional ROW will be required to provide these public improvements. There will be excess ROW that may be vacated.

Policy C-20: In the process of considering development proposals the City shall use the full amount of discretion authorized in the municipal code and CEQA for setting conditions of approval to require new development to provide bicycle storage and parking facilities on-site as well as reserve an offer of dedication of right-of-way necessary for bikeway improvements.

Consistent: The project will include bike racks and a bike share program to encourage bicycle use and promote ridership on existing and proposed bikeways. The project will be conditioned to implement the proposed Class II bikeway along its McMurray Road frontage north of Damassa Road, and a Class III bikeway along Damassa Road between McMurray and Avenue of Flags, as set forth in the City's Bicycle and Pedestrian Master Plan.

Conservation and Open Space Element

Policy C/OS-2: Encourage implementation of Best Management Practices to eliminate/minimize the impacts of urban runoff and improve water quality.

Consistent: Development must follow all applicable regulations set forth by the Regional Water Quality Control Board.

Policy C/OS-8: Support state and federal laws and policies to preserve populations or rare, threatened, and endangered species and sensitive habitats by ensuring development does not adversely affect such species or habitats or by mitigating adverse effects in accordance with state and federal regulations.

Policy C/OS-9: Encourage new development to incorporate oak woodlands, native grasslands, wetlands, and riparian habitats into project design.

Consistent: As set forth in the Biological Resources section, the proposed development must follow all applicable regulations set forth by the Regional Water Quality Control Board, CA Department of Fish & Wildlife and the US Army Corps of Engineers. All buildings will be setback at least 50 feet from the top of bank (TOB) of Zaca Creek; parking areas and drive aisles will extend to within 10 feet of TOB, as allowed under C/OS Program 6.c. An unnamed tributary of Zaca Creek (approximately 275 lineal feet) will be culverted as allowed under C/OS Program 6.b. Habitat preservation, restoration and mitigation will be incorporated into project design.

Policy C/OS-13: Development should be designed to avoid native trees with a trunk diameter at breast height of 8 inches or more. A native tree is defined as a perennial woody plant, such as an oak or sycamore that is a historical element of a natural California habitat.

Consistent: Two large existing oak trees will be removed as part of the project, and replaced with new oak trees at a ratio of 3:1, per the City's Native Tree Protection Ordinance. All other on-site trees will be preserved.

Economic Development Element

Policy E-7: Encourage the expansion of Buellton's hospitality businesses.

Consistent: The project is new destination development with hospitality-oriented commercial uses catering to the dining, tasting room and artisan retail needs of local residents, visitors and tourists alike .

Noise Element

Policy N-4: New commercial and industrial development should incorporate design elements to minimize the noise impact on surrounding residential neighborhoods.

Consistent: The project is located on a commercial collector street with no nearby residents.

Policy N-7: Noise generated by construction activities should be limited to daytime hours to reduce nuisances at nearby noise receptors in accordance with the hours and days set in the adopted Standard Conditions of Approval.

Consistent: The project is subject to the construction restrictions outlined in the Standard Conditions of Approval.

Public Facilities and Services Element

Policy PF-3: New development shall pay its fair share to provide additional facilities and services needed to serve such development.

Consistent: The project is required to pay all development impact fees.

Policy PF-6: All new development shall connect to City water and sewer systems.

Consistent: The project proposes to connect to the City's water and sewer systems.

Policy PF-9: Engineered drainage plans may be required for development projects which: (a) involve greater than one acre, (b) incorporate construction or industrial activities or have paved surfaces which may affect the quality of stormwater runoff, (c) affect the existing drainage pattern, and/or (d) has an existing drainage problem which requires correction. Engineered drainage plans shall incorporate a collection and treatment system for stormwater runoff consistent with applicable federal and State laws.

Consistent: The project's grading and drainage plan shows how the on-site drainage will be directed around the site via a system of permeable pavers and catch basins, that will be constructed under the direction of the Public Works Department and required to comply with all applicable regulations of the Regional Water Quality Control Board.

Safety Element

Policy S-2: All direct disturbance from new development, including grading and structures, shall be set back at least 50 feet from the top of bank of creeks, including Zaca Creek and Thumbelina Creek, except where culverted. Passive use trails may be allowed within setback areas.

Consistent: All buildings will be setback at least 50 feet from the top of bank (TOB) of Zaca Creek. Therefore, there will be no direct disturbance resulting from the proposed project to Zaca Creek.

Policy S-3: New development in mapped flood prone areas shall be subject to the requirements of the Federal Emergency Management Agency.

Policy S-4: As a condition of approval, continue to require any new development to minimize flooding problems identified by the National Flood Insurance Rate Program.

Consistent: On-site grading will ensure that buildings will be located at least 2 feet above the elevation of the 100-year flood zone, in compliance with the City's floodplain ordinance; if required, a Letter of Map Revision Based on Fill (LOMR-F) will be submitted to FEMA prior to occupancy.

Policy S-7: All new development shall satisfy the requirements of the California Building Code regarding seismic safety.

Policy S-9: Geologic studies shall be required as a condition of project approval for new development on sites with slopes greater than 10%, and in areas mapped by the Natural Resource Conservation Service (NRCS) as having moderate or high risk of liquefaction, subsidence and/or expansive soils.

Policy S-10: Require that adequate soils, geologic and structural evaluation reports be prepared by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for all new development proposals for subdivisions or structures for human occupancy.

Consistent: A soils report has been prepared for the project and the project is subject to the California Building Code.

Policy S-12: New development should minimize erosion hazards by incorporating features into site drainage plans that would reduce impermeable surface area, increase surface water infiltration, and/or

minimize surface water runoff during storm events. Such features may include:

- *Additional landscape areas,*
- *Parking lots with bio-infiltration systems,*
- *Permeable paving designs, and*
- *Storm water detention basins.*

Consistent: The project incorporates many of the features called for in this policy, including permeable pavers in parking areas and landscaping. Storm water runoff will drain to the system of on-site pavers and catch basins, which will minimize erosion potential.

Policy S-14: Work with the Santa Barbara County Fire Department to ensure that existing and future development is not exposed to unnecessary risk due to wildland and urban fire hazards.

Consistent: The project will be conditioned to provide fire flow, emergency access, hydrants, fire breaks and/or fire resistant vegetation consistent with Fire Department requirements for the fire hazard severity of the site.

Project Consistency With CR & CS Zoning District Standards

Development Standard	**Ordinance Requirement**		
	CR	**CS**	**Proposed Project / Consistency**
Land Use:	Allowed Uses: a. Retail, Restaurant, b. Warehouse/Storage	Allowed Uses: a. Retail, Restaurant, b. Warehouse/Storage, c. Caretaker & Employee Housing	Consistent; proposed uses: a. Retail, Restaurant, b. Tenant Storage c. Residential (Mgr Unit)
Minimum Lot Size	None required		n/a
Front Setback	None required	10 ft minimum; no parking in setback area	Consistent
Side Setback	None required, 3 ft minimum if setbacks proposed. 10 ft setback provided.		Consistent
Rear Setback	10% of lot depth, to 10 ft maximum; 25 ft. minimum adjacent to residential zoning.		Consistent; 10 ft provided
Interior Setback	5 ft. minimum for residential structures, none otherwise	None, unless required by the Uniform Building Code (UBC)	n/a
Site Coverage	No maximum		Consistent Building Footprint: 30,591 sf (16%)
Floor Area	No maximum		Consistent Total floor area: 54,286 sf
Height Limit	35 ft. maximum (buildings) 50 ft. maximum (flagpoles, monuments, architectural features, etc)		Inconsistent: a. Bldg. A = 36 ft, Requires Plan Modification (BMC Sec. 19.08.120.G) Consistent: b. Bldg. B = 21 ft c. Bldg. C = 26 ft. d. Bldg. D = 26 ft.

		e. Bldg. E = 23 ft f. Arch Feature: Sign Tower = 45 ft
Landscaping a. Overall Site Landscape	a. 5% minimum of net lot area = 9,527 sf	a. Consistent – 75,073 sf (39% of proposed lot area) provided
b. Street Frontage	b. All portions of setback areas fronting on streets Note: also see Table 3 – Parking Analysis for landscaping and screening of parking areas	b. Inconsistent @ driveway entrance to front parking lot; parking may not encroach 10 ft front setback / landscape area. Requires minor design change or Plan Modification (BMC Sec. 19.08.120.G)
c. Permeable Hardscape d. Non-Permeable Hardscape	c. Percentage Not Specified d. Percentage Not Specific	c. 35,000 sf (18 % of proposed lot area) d. 49,788 sf (26 % of proposed lot area)

Source: City of Buellton Municipal Code, Title 19, Zoning

Findings and Mitigation: Since no significant impacts were identified, no mitigation is required.

ISSUES:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
XI. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a, b. Mineral Resources: The site does not support significant mineral resources, nor have any been identified in local plans or resource inventories. The proposed project would not result in impacts to mineral resources.

Findings and Mitigation: No impacts would occur, therefore, no mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?				X

The noise section has been prepared by Rincon Consultants on contract to the City of Buellton. All data used in the creation of this section is on file at the Buellton Planning Department and is hereby incorporated by reference into this Initial Study. (References to and numbering of Tables and Figures in the Initial Study Section X. reflect numbers in original Noise analysis document by Rincon.)

Setting

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

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-

60+ dBA range. Normal conversational levels are in the 60-65 dBA range and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (Federal Transit Authority [FTA] 2006). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (FTA 2006).

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

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 PM to 7 AM) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 PM to 10 PM and a 10 dBA penalty for noise occurring from 10 PM to 7 AM Noise levels described by Ldn and CNEL usually do not differ by more than 1 dBA. In practice, CNEL and DNL are used interchangeably.

Sensitive Receptors. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. The City of Buellton 2025 General Plan Noise Element identifies a variety of land use and development types as noise sensitive. These include residences, hospitals, schools, guest lodging, libraries, and parks. Sensitive noise receptors near the project site include the Hampton Inn and Suites, which is currently under construction, located approximately 85 feet south of the project site (east of the intersection of Damassa Road and McMurray Road) and the Santa Ynez Valley Marriott located approximately 970 feet south of the project site. A Quality Inn is located 500 feet to the west, across Highway 101 from the project site. The nearest residences to the project site are apartments currently under construction off Avenue of the Flags, over 700 feet to the west, across Highway 101 from the project site.

Regulatory Setting. The Noise Element of the Buellton 2025 General Plan includes exterior and interior noise level guidelines for a range of land uses. These guidelines include "clearly acceptable," "normally acceptable," "normally unacceptable," and "clearly unacceptable" exterior noise ranges for uses that may be proposed in the City. For office

buildings, business, commercial, and professional developments, exterior noise up to 75 dBA Ldn is normally acceptable, noise between 76 to 80 dBA Ldn is normally unacceptable, and noise above 80 dBA is clearly unacceptable. For transient lodging, hotels, and motels exterior noise up to 70 dBA Ldn is normally acceptable, noise between 71-80 dBA Ldn is normally unacceptable, and noise above 80 dBA Ldn is clearly unacceptable.

Buellton's Municipal Code Noise Chapter establishes exterior noise limits for specific property types. It is unlawful to cause noise that exceeds the one-hour average level of 75 dBA between the hours of 7:00 AM and 10:00 PM and 45 dBA between 10:00 PM and 7:00 AM for commercial zones (Buellton Municipal Code Section 8.04.030). Consistent with the General Plan Noise Element, and the City Municipal Code, noise impacts would be considered significant if they would exceed either a one-hour average (Leq) of 75 dBA or would reasonably be expected to result in a 24-hour average sound level that would exceed 75 dBA Ldn at the project site. Noise impacts would be considered significant at the nearest sensitive receptor, the Hampton Inn and Suites, if they would exceed either a 65 dBA Leq, as established by the Buellton Municipal Code Section 8.04.030, or would reasonably be expected to result in a 24-hour average sound level that would exceed 70 dBA Ldn as established by the City's General Plan.

The Buellton Municipal Code Section 8.04.030(5.c) identifies excessive noises, which includes noise from the use and operation of stereos, surround sound systems, amplifiers, musical instruments, and similar devices. Use of these devices in such a manner as to disturb the peace, quiet, and comfort of any reasonable person of normal sensitivity in any residential public area is prohibited by the Code without authorization by the City of Buellton. The operation of any such device between the hours of 10:00 PM and 8:00 AM in such a manner as to be plainly audible at a distance of 50 feet from where the device is located is prohibited.

Existing Noise Conditions. The most common sources of noise in the project vicinity are transportation-related, such as automobiles and trucks. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. During the noise measurement, the primary sources of roadway noise near the project site are from McMurray Road, immediately west of the project site and from Highway 101, approximately 420 feet west of the project site. Construction at the adjacent Hampton Inn and Suites was not occurring during the noise measurement. One 15-minute noise measurement was taken during the PM peak hour (between 4 PM and 6 PM) on Tuesday, November 1, 2016. Noise measurement results were 67.7 dBA Leq. Complete noise measurement data can be found in Appendix B and Figure 1 shows the location of the noise measurement.

Figure 1 Noise Measurement Location

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Impact Analysis

a, c) The proposed project is a commercial development, including two restaurant patios and three retail patios on the project site that are designed for visitor congregation and socialization. Operational noise concerns associated with the proposed project would be limited to noise generated from the five outdoor patios and commercial space. The potential noise impacts from traffic are also addressed below.

Commercial Space. The proposed project contains five buildings that would generate noise on the project site. However, the proposed project has been designed to reduce sound generated from noise within the proposed development. The proposed buildings would include appropriate insulation and dual-pane windows to further mitigate sound from within the buildings into the external environment. The manner in which new construction in California are constructed with adequate installation and dual pane windows generally provides a reduction of exterior to interior noise of at least 20 dBA with closed windows (FTA, 2006). In addition, the sound barrier created by the project's physical building layout would further reduce project noise from the commercial buildings. Noise impacts from the commercial buildings would be *less than significant.*

Outdoor Restaurant Patios. The proposed project would develop two restaurant patios, one at Building B (964 square feet) and one at Building D (828 square feet). The restaurant patio at Building B would be approximately 125 feet from the nearest sensitive noise receptor and the restaurant patio at Building D would be approximately 245 feet from the nearest sensitive noise receptor, which is the Hampton Inn and Suites. General hours of operation are expected to be from 8:00 AM to 12:00 AM Sunday through Thursday and 8:00 AM to 2:00 AM Friday and Saturday.

The proposed project has been designed to reduce sound from external noise generators within the proposed development. The layout of buildings that comprise the Commons would be constructed in a circular alignment creating a sound barrier for pedestrian/guest areas of the project site. None of the tenant patios would be on the project's southern border near the Hampton Inn and Suites. Therefore, sound generated from project traffic and external patios would largely be constrained within the proposed development. The proposed buildings would also block the line of sight from nearby sensitive receptors, which would provide approximately 10 dBA of attenuation (FHWA, 2006). However, buildings may not block line of sight to upper levels of the Hampton Inn and Suites. Therefore, for a conservative analysis the 10 dBA reduction was not applied for operational noise. The southern property line would contain a ten foot high sound barrier wall between the projects south side restaurant patio (Building B) and the Hampton Inn and Suites to further reduce noise from this patio near the sensitive noise receptor.

Activities associated with typical use of the outdoor seating area include food services and general conversation and activity levels associated with restaurant patrons. Operational noise estimates for the proposed outdoor restaurant patios was based on noise levels from an approved certified EIR for a Cheesecake Factory restaurant in Marina Del Rey with similarly sized outdoor dining area (City of Los Angeles, 2000). Noise levels associated with a comparable outdoor dining area with a seating capacity of 75-100 seats was measured at 34 to 56 dBA Leq at receptors 75-100 feet away (City of Los Angeles, 2000). 56 dBA Leq at 100 feet would equate to 54.1 dBA Leq at 125 feet from Building B and 48.2 dBA Leq at 245 feet from Building D, which

is the distance to the nearest sensitive receptor. Noise generated by the outdoor restaurant patio would be below the 65 dBA Leq City threshold for the transient motel and hotel designation reported in the Municipal Code.

Assuming that restaurant patio noise would be generated during operational hours (8:00 AM to 2:00 AM Friday and Saturday), hourly Leq estimates were converted to Ldn using a community noise calculator (NoiseMeters Inc., accessed December 2016). Patio noise from Building B would be 59.4 dBA Ldn and noise from Building D would be 53.9 dBA Ldn at the nearest sensitive receptor. Noise would be below the 70 dBA Ldn City threshold for hotels established in the General Plan.

Outdoor Retail Patios. The proposed project would develop three retail patios: Building C (1,178 square feet), Building D (2,349 square feet), and Building E (1,791 square feet). The nearest sensitive noise receptor to the retail patios is the Hampton Inn and Suites which is approximately 245 feet from the Building C patio, 245 feet from the Building D patio, and 125 feet from the Building E patio. General hours of operation are expected to be from 8:00 AM to 12:00 AM Sunday through Thursday and 8:00 AM to 2:00 AM Friday and Saturday.

The proposed project has been designed to mitigate sound from external noise generators within the proposed development. Buildings would be constructed to create a sound barrier for pedestrian/guest areas of the project site. None of the outdoor retail patios would be on the project's southern border. Therefore, sound generated from external patios would largely be constrained within the proposed development as a result of the building layout. The proposed buildings would block the line of site from nearby sensitive receptors, which would provide approximately 10 dBA of attenuation (FHWA, 2006). However, buildings may not block line of sight to upper levels of the Hampton Inn and Suites. Therefore, for a conservative analysis the 10 dBA reduction was not applied for operational noise.

The activity associated with typical use of the outdoor patio areas is general conversation. Operational noise estimates for the proposed retail patios was based on noise levels from an approved certified EIR for the Citrus Heights City Hall and Medical Office Building with similarly sized outdoor patio areas that would have on average 25 people conversing. Noise levels associated with a comparable outdoor patio area were measured to be 49.6 dBA Leq at a distance of 50 feet (City of Citrus Heights, 2015). 49.6 dBA Leq at 125 feet would equate to 41.6 dBA Leq at 125 feet from Building E and 35.8 dBA Leq at a distance of 245 feet for Buildings C and D, which is the distance to the nearest sensitive receptor south of the project site. Noise generated by the outdoor retail patios would be below the 65 dBA Leq City threshold for the transient motel and hotel designation reported in the Municipal Code.

Assuming that restaurant patio noise would be generated during operational hours (8:00 AM to 2:00 AM Friday and Saturday), hourly Leqs were converted to Ldn using a community noise calculator (NoiseMeters Inc., accessed December 2016). Patio noise from Building E would be 46.9 dBA Ldn and noise from Buildings C and D would be 41.5 dBA Ldn at the nearest sensitive receptor. Noise would be below the 70 dBA Ldn City threshold for hotels established by the General Plan.

Total Operational Noise. Combined noise levels produced by the outdoor restaurant patios and the outdoor retail patios at the nearest sensitive receptor were combined to determine

overall operational noise levels. As shown in Table 1, operational noise from the proposed project would be 55.4 dBA Leq and 60.8 dBA Ldn. Therefore, operational noise would not exceed either the 65 dBA Leq or 70 dBA Ldn standards at the nearest sensitive receptor or the 75 dBA Leq and 75 dBA Ldn standards for the project site. In addition, operational noise would be lower than the existing noise levels along McMurray Road as discussed above under Existing Noise Conditions. The construction of the sound wall at the southern end of the project site near Building B and the placement of buildings throughout the project site would further reduce operational noise by 10 dBA because these structural elements would break the "line of sight" to the Hampton Inn and Suites (FTA, 2006). However, the 10 dBA reduction was not applied to the proposed project because line of sight to the upper stories of the Hampton Inn and Suites would not be blocked by the wall. However, operational noise would be under the allowable City thresholds without accounting for noise reduction from the wall. Therefore, operational noise impacts would be *less than significant*.

Table 1
Total Operational Noise

Noise Source	Noise Level at Nearest Sensitive Receptor (dBA Leq)	Noise Level at Nearest Sensitive Receptor (dBA Ldn)
Restaurant Patio Building B	54.1	59.4
Restaurant Patio Building D	48.2	53.9
Retail Patio Building B	35.8	41.5
Retail Patio Building C	35.8	41.5
Retail Patio Building E	41.6	46.9
Total[1]	**55.4**	**60.8**

[1] Sound levels are generally expressed in decibels, which are logarithmic and so cannot be manipulated without being converted back to a linear scale. To add decibels, the following equation is used:

Total L

Where:

Total L = total noise level

n = number of noise sources

i = noise source

Li = individual source noise level (dBA)

Traffic Noise. The City of Buellton 2025 General Plan Noise Element provides noise contours derived from monitoring major sources of noise in the region, including traffic noise from Highways 101 and 246, as well as from McMurray Road. Noise contours define areas of equal noise exposure and have been estimated using information about both current and projected future land uses and traffic volumes. The contours assist in setting land use policy and establishing development standards. The proposed project site is located within the existing (2005) 60 dB and 65 dB and future (2025) 65 dB noise contour depicted on the City of Buellton 2025 General Plan Noise Element maps. Therefore, the existing noise exposure from Highways 101 and 246, as well as McMurray Road, is between 60 and 65 dB at the project site.

The primary source of noise in the project site vicinity is motor vehicle traffic (e.g., automobiles, buses, trucks, and motorcycles) on nearby roadways, including State Highway 246 and Highway 101, approximately 420 feet west of the project site. Motor vehicle noise is characterized by a high number of individual events, which create a sustained noise level. No sensitive receptors

located along McMurray Road, the access road to the project site, include the Hampton Inn and Suites, the Santa Ynez Valley Marriott, and residences currently under construction.

The project would generate traffic on area roadways, thereby increasing vehicle trips as a result of the project. Traffic generation for the project is based on ITE's trip generation for the commercial uses included in the project (ATE, 2016). The Average Daily Trips (ADT) generated by the proposed project would be 2,084 trips with 110 AM peak hour trips and 142 PM peak hour trips (ATE, 2016).

Roadway noise was modeled using the U.S. Department of Housing and Urban Development (HUD) Exchange Day/Night Noise Level (DNL) Calculator based on daily traffic in the area. Daily traffic along McMurray Road was obtained from the Associated Transportation Engineers (ATE) traffic study for the proposed project. Since PM peak hour trips are higher than AM peak hour trips the PM peak hour trips from the traffic study were used in the HUD DNL Calculator. The peak hour trips were multiplied by 10 for the daily traffic. This results in 3,260 vehicles per day traveling on McMurray Road under existing conditions. This analysis assumes traffic on McMurray Road is composed of 98% cars, 1% medium duty trucks, and 1% heavy duty trucks because McMurray Road is considered a collector roadway in the City of Buellton General Plan. Therefore average daily trips would include 3,196 cars, 32 medium duty trucks, and 32 heavy duty trucks on McMurray Road. Daily traffic along Highway 101 was obtained from California Department of Transportation (Caltrans) Traffic Data Branch 2014 Traffic Volumes. For Highway 101 between mileposts 57.117 and 57.552 there are 22,600 vehicles per day. This includes 19,888 cars, 1,031 medium duty trucks, and 1,681 heavy duty trucks (Caltrans, 2014).

Based on these traffic counts, the HUD standard 15 percent night trips, and a speed limit of 35 miles per hour on McMurray Road and 65 miles per hour on Highway 101, the HUD DNL Calculator estimates roadway traffic to be 68.5 dBA Ldn on the west side of the project site (Table 2). The existing noise level at the project site is 67.7 dBA Leq. There is no precise way to convert a peak hourly Leq value to an Ldn value (California State Water Resources Control Board, 1999). However, in urban areas near heavy traffic, the peak hourly Leq value is typically 2-4 dBA lower than the daily Ldn value. In less heavily developed areas, such as suburban areas, the peak hourly Leq is often equal to the daily Ldn value. For rural areas with little nighttime traffic, the peak hourly Leq value will often be 3-4 dBA greater than the daily Ldn value. The project area is a less heavily developed suburban area. Therefore, as expected the modeled noise is similar to the peak hour Leq and these results indicate that modeled noise is reflective of vehicle noise in the project vicinity. Therefore the modeled noise level is used to represent the existing ambient noise levels at the project site and at the nearby sensitive receptor.

It is assumed that all noise generated by the project would utilize McMurray Road to access the project site. An increase of 2,084 daily trips would result in 5,344 daily trips on McMurray Road. Therefore average daily trips on McMurray Road would increase to 5,238 cars, 53 medium duty trucks, and 53 heavy duty trucks. The Buellton General Plan Table N-1 contains standards for changes in operational roadway noise exposure. For roadways where existing noise is over 65.5 dBA Ldn an increase in over 1.5 dBA is considered significant. As shown in Table 2 addition of 2,084 daily trips would increase noise by 1.1 dBA and would not result in a significant impact.

Traffic noise impacts associated with cumulative development would incrementally increase noise levels along McMurray Road. As shown in Table 2, the project in combination with

cumulative traffic volumes from other projects in the vicinity would not result in a cumulative exceedance of the City of Buellton roadway noise thresholds. The proposed project would not increase traffic noise above the City of Buellton's 1.5 dBA noise increase threshold for existing or cumulative conditions; therefore impacts from traffic noise would be *less than significant*.

Table 2
Existing and Cumulative Roadway Noise Impacts

Projected Noise Level on McMurray Road (dBA Ldn)		Project Change	Significant Impact	Projected Noise Level on McMurray Road (dBA Ldn)		Project Change	Significant Impact
Existing	Existing Plus Project			Cumulative	Cumulative Plus Project		
68.5	69.6	1.1	No	70.1	70.3	0.2	No

See Appendix B for full noise model output. Significance per City of Buellton General Plan.

b, d) Nearby noise-sensitive land uses, the Hampton Inn and Suites and the Santa Ynez Valley Marriott, would be exposed to temporary noise impacts during construction of the proposed project. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Construction activity for the proposed project is expected to occur over a 14-month period. Construction noise impacts primarily result when construction activities occur during times of day when people are most sensitive to noise (early morning, evening, or nighttime hours), construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction duration lasts over extended periods of time.

Construction Noise. Table 3 shows typical noise levels associated with individual pieces of construction equipment that may be used at the project site at distances of 50 feet from the noise source and 85 feet from the noise source, which is the distance to the nearest sensitive receptor. Any locations that would have an uninterrupted line of sight to the construction noise sources could be exposed to construction noise.

Table 3
Typical Construction Equipment Maximum Noise Levels

Equipment	Noise Level at 50 feet	Noise Level at 85 feet
Air Compressor	81	79
Backhoe	80	75
Crane	88	83
Concrete Mixer	85	80
Dozer	85	80
Generator Set	82	77
Grader	85	80
Forklift	83	78
Paver	85	80
Paving Equipment	85	80
Roller	85	80
Scraper	85	80
Welder	73	68

Source: FTA 2006

Typical construction noise levels at the nearest sensitive receptor (85 feet from the source) range from 68 to 83 dBA Lmax. The grading/excavation phase of project construction tends to create the highest construction noise levels because of the operation of heavy equipment, although only a limited amount of equipment can operate near a given location at a particular time. In addition, construction vehicles traveling on local roadways can generate intermittent noise levels that affect adjacent receptors.

Based on the information presented in Table 3 temporary construction noise could affect sensitive noise receptors near the project site, particularly the Hampton Inn and Suites. Per Section 8.04.030(G)(4) of the Buellton Municipal Code, construction cannot occur before 7:00 AM or after 6:00 PM Monday through Friday, Saturdays between 9:00 AM and 5:00 PM except with the express written permission of the Planning Director, or on Sunday or federally designated holidays. The Buellton Municipal Code Section 8.04.030 under construction noise states "Construction activity shall not cause an hourly average sound level of greater than seventy-five (75) decibels on property zoned or used for open space, recreation, or residential purposes." Construction would be temporary lasting approximately 14 months. Table 4 shows noise levels generated at 85 feet from the project site during the various phases of construction.

Table 4
Construction Noise Levels by Phase

Construction Phase	Equipment	Anticipated Noise at 85 feet (dBA Leq)
Site Preparation	Backhoe, Grader, Scraper	78
Grading	Backhoe, Dozer, Grader	79
Building Construction	Backhoe, Crane, Generator Set, Forklift, Welder	80
Paving	Backhoe, Concrete Mixer, Paver, Paving Equipment, Roller	82
Architectural Coating	Air Compressor	70
Existing Ambient Noise Levels (dBA) at Nearest Receptor[1]		*67.7*
Maximum Exceedance of Existing Leq		*14.3*

See Appendix B for heavy equipment noise impact estimation data sheets and assumptions. Assumes that existing ambient noise level at Hampton Inn and Suites is equivalent to western border of the project site because the main source of noise is traffic on McMurray Road.
[1] Leq from Noise Measurement #1 in Appendix B and Figure 1, representative of noise at nearest sensitive receptor location.

Estimated construction noise levels do not take into account the fact that equipment is dispersed in various areas of the site in both time and space. Due to site and equipment limitations, only a limited amount of equipment can operate near a given location at a particular time. In addition, construction equipment estimates used for the analysis for site preparation, building construction, paving, and architectural noise levels are representative of worse case conditions, since it is assumed that all the equipment contained on site would operate simultaneously and continuously for at least 80 percent of the work day. Therefore, the noise levels presented in Table 4 represent a conservative, reasonable worst-case estimate of construction noise

The existing ambient noise level along McMurray Road to the west of the project site is 67.7 dBA Leq (Appendix B). The two loudest phases of construction would increase ambient noise levels up to about 82 dBA Leq during the paving stage and to 80 dBA Leq during building construction phases. In compliance with the City of Buellton Municipal Code construction would occur between 7:00 AM and 6:00 PM Monday through Friday and if necessary on Saturdays between 9:00 AM and 5:00 PM after acquiring written approval by the City. The nearest sensitive receptor, Hampton Inn and Suites, is not open space, recreational, or residential zoned and the 75 dBA threshold does not apply to the site. Project construction would be a temporary noise source and occur within the City's allowed construction hours. Therefore, construction noise would be exempt from the City's noise ordinance and impacts would be *less than significant*.

Construction Vibration. Vibrating objects in contact with the ground radiate energy through that medium; if a vibrating object is massive enough and/or close enough to the observer, its vibrations are perceptible. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured in vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. The general human response to different levels of groundborne vibration velocity levels is described in Table 5.

Table 5
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying
85 VdB	Vibration acceptable only if there are an infrequent number of events per day
90 VdB	Difficulty with tasks such as reading computer screens

Source: FTA, 2006.

The City of Buellton has not adopted specific numerical thresholds for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds to determine whether groundborne vibration would be "excessive." A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Consequently, the FTA recommends an 80 VdB threshold for infrequent events at residences and buildings where people normally sleep (e.g., the Hampton Inn and Suites 85 feet of the project site). The FTA does not consider most commercial uses to be noise-sensitive (except for those that depend on quiet as an important part of operations, such as sound recording studios) and, therefore, does not recommend thresholds for groundborne vibration impacts to such uses. In terms of groundborne vibration impacts on structures, the FTA states that groundborne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

Table 6 identifies various vibration velocity levels at 85 feet from the source for the types of construction equipment that typically generate vibration. A distance of 85 feet represents the distance to the nearest sensitive receptor.

Table 6
Vibration Source Levels
for Construction Equipment

Equipment	Approximate VdB 85 Feet
Hoe Ram	71
Caisson drilling	71
Jackhammer	63
Large Bulldozer	71
Loaded Truck	70
Vibratory Roller	78

Source: Federal Railroad Administration, 2012.Note: Large bulldozer used to

The primary sources of man-made vibration are blasting, grading, pavement breaking, and demolition. The proposed project would not include any blasting, demolition, or pavement breaking and none of the equipment listed in Table 6 is expected to be used for project construction. However, for a conservative vibration estimate it is assumed that a backhoe has similar vibration levels as a small bulldozer, paving equipment has similar vibration levels as a large bulldozer, the roller used will be vibratory, and that loaded trucks would be used on the project site during construction. Therefore, the primary vibratory source during construction within the project area would be the vibratory roller. As shown in Table 6, vibratory rollers generate an approximate vibration level of 78 VdB at a distance of 85 feet. The Hampton Inn and Suites guests and other sensitive receptors in close proximity to construction activities may intermittently be disturbed by nuisance vibration noise levels.

Based on information in Table 6, temporary groundborne vibration could affect sensitive noise receptors at the Hampton Inn and Suites. Vibration levels could temporarily and intermittently reach up to approximately 78 VdB at sensitive receptors 85 feet from the site. Vibration levels would not exceed the threshold of 100 VdB at fragile buildings or 95 VdB at extremely fragile historic buildings. Pursuant to Section 8.04.030(G)(4) of the Buellton Municipal Code, construction cannot occur before 7:00 AM or after 6:00 PM Monday through Friday, Saturdays between 9:00 AM and 5:00 PM except with the express written permission of the Planning Director, or on Sunday or federally designated holidays. Guests at the hotel would not be exposed to vibration levels in excess of the threshold (72 VdB) during hours when people normally sleep. Vibration from construction would be temporary and intermittent, and would not exceed levels that would affect fragile buildings or occur during hours when people normally sleep. Therefore, vibration impacts associated with this project component would be *less than significant.*

e, f) The project is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. The nearest airport is the Santa Ynez Airport approximately 6.5 miles east of the project site. *No impacts* would occur.

Findings and Mitigation: Since no significant impacts were identified, no mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

a. Population Growth: The site is planned for and zoned for General Commercial development.

b, c. Displacement: The site is vacant and as such would not displace any residents.

Findings and Mitigation: No impacts would occur, therefore, no mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

a. Fire Services: The project area is served by Station 31 of the Santa Barbara County Fire Department located at 168 West Highway 246. The station is located just over 0.5 miles of the project site and is

within the 5-minute response time of the station. The Fire Department was consulted during preliminary review of the proposed project plans and no impacts were identified. Fire protection impacts are considered less than significant.

b. Police Services: The project area is served by the City of Buellton Police Department which is contracted through the Santa Barbara County Sheriff's Department. One patrol officer is on duty at all times. The Police Department was consulted during preliminary review of the proposed project plans and no significant impacts have been identified with respect to Police services.

c. School Services: The proposed project is commercial and would not generate students and nor impact school services. No impacts would occur.

d. Parks: The project is commercial and is not expected to impact parks or park services. No impacts would occur.

e. Other Public Facilities: No other impacts to public services have been identified.

Findings and Mitigation: Impacts are considered less than significant, therefore, no mitigation is required.

ISSUES:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

a. Demand for Parks and Recreation: The project is a commercial use and is not expected to impact parks or park services. No impacts would occur.

b. Construction of Recreational Facilities: The building complex will be situated around a central green space that provides outdoor gathering areas and recreation opportunities (including a bocce ball court) for visitors and customers. This is considered a beneficial impact. No adverse impacts would occur.

Findings and Mitigation: No impacts would occur; therefore, no mitigation is required.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC - Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

a, b. Traffic Congestion: A Traffic and Circulation Study (January 27, 2017) has been prepared by Associated Traffic Engineers (ATE) for the project. The analysis focuses on the peak hour operations of the intersections located adjacent to the project site and on key intersections within an identified study-area. An analysis of the site access and circulation system is also provided. The Traffic Study is summarized below and is hereby incorporated by reference into this initial study. The complete traffic study is available for review at the Buellton Planning Department, 107 West Highway 246, Buellton. (References to and numbering of Tables and Figures in the Initial Study Section XVI. Transportation/Traffic reflect numbers in original Traffic Study document.)

Project Generated Traffic

Trip generation estimates were calculated for the project using rates presented in the Institute of Transportation Engineers (ITE), *Trip Generation* (9th Edition) for Specialty Retail Center (Land Use #826), High-Turnover Restaurant" (Land Use # 932), Warehouse (Land Use #150), and Apartment (Land Use #210). Table 2 summarizes the average daily trips (ADT) and A.M./ P.M. peak hour generation estimates for the project.

Table 2. Project Trip Generation

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Retail Commercial	27,437 square feet	44.32	1,216	1.31	36 (22/14)	2.71	74 (33/41)
Restaurant	6,391 square feet	127.15	813	10.81	69 (38/31)	9.85	63 (38/25)
Warehouse	13,381 square feet	3.56	48	0.30	4 (3/1)	0.32	4 (1/3)
Apartment	1 unit	6.65	7	0.51	1 (1/0)	0.62	1 (1/0)
	Total Trip Generation:		2,084		110 (64/46)		142 (73/69)

As shown in Table XX, the project is expected to generate between 110 and 142 vehicle trips under peak hour conditions. The majority of this traffic will be in the form of new traffic being drawn into area as destination trips.

The trip distribution and assignment assumes that the project will be a regional destination for central coast residents and tourists, as well as for customers residing in Buellton, Solvang and Lompoc areas. The project location is such that drivers on US Highway 101 (US 101) will use the Damassa Road interchange and local streets for their access. The project-generated peak hour traffic volumes were distributed and assigned to the study-are intersection according to the percentages listed in Table 3 below. The project trip assignment represents the expected travel routes used by local employees.

Table 3. Project Trip Distribution

Route	Origin/Destination	Percent
U.S. Highway 101	North South	25% 30%
State Route 246	East West	10% 15%
Central Avenue/Avenue of Flags	Local	20%
	Total:	100%

Project-Specific Impacts

Levels of service (LOS) for existing plus proposed project scenario peak hour traffic volumes were calculated for the study-area intersections. The following Tables 4 and 5 list the existing plus project LOS for each study-area intersection. The data in these tables indicate that with the addition of project-generated traffic the study area intersection continue to operate in the LOS A – C range during the A.M. and P.M. peak hour periods.

Table 4

Existing + Project A.M. Peak Hour Intersection Levels of Service

Intersection	A.M. Peak Hour			
	Existing		Existing + Project	
	Delay	LOS	Delay	LOS
U.S. Highway 101 SB Ramp/Ave of Flags	8.5 sec./veh.	LOS A	8.6 sec./veh.	LOS A
U.S. Highway 101 SB On-Ramp/Damassa Rd.	1.9 sec./veh.	LOS A	2.7 sec./veh.	LOS A
U.S. Highway 101NB Ramps/Damassa Rd.	7.8 sec./veh.	LOS A	7.9 sec./veh.	LOS A
Mc Murray/Damassa Rd.	8.4 sec./veh.	LOS A	9.1 sec./veh.	LOS A
State Route 246/Mc Murray Rd.	19.6 sec./veh.	LOS B	20.9 sec./veh.[a]	LOS C
U.S. Highway 101 SB Ramps/State Route 246	21.2 sec./veh.	LOS C	21.2 sec./veh.	LOS C
U.S. Highway 101 NB Ramps/State Route 246	14.8 sec./veh.	LOS B	14.9 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.

Table 5

Existing + Project P.M. Peak Hour Intersection Levels of Service

Intersection	P.M. Peak Hour			
	Existing		Existing + Project	
	Delay	LOS	Delay	LOS
U.S. Highway 101 SB Ramp/Ave of Flags	8.4 sec./veh.	LOS A	8.6 sec./veh.	LOS A
U.S. Highway 101 SB On-Ramp/Damassa Rd.	0.7 sec./veh.	LOS A	1.3 sec./veh.	LOS A
U.S. Highway 101NB Ramps/Damassa Rd.	9.1 sec./veh.	LOS A	9.4 sec./veh.	LOS A
Mc Murray/Damassa Rd.	8.8 sec./veh.	LOS A	9.7 sec./veh.	LOS A
State Route 246/Mc Murray Rd.	27.5 sec./veh.	LOS C	27.6 sec./veh.[a]	LOS C
U.S. Highway 101 SB Ramps/State Route 246	15.3 sec./veh.	LOS B	15.4 sec./veh.	LOS B
U.S. Highway 101 NB Ramps/State Route 246	18.4 sec./veh.	LOS B	19.2 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.

Cumulative Impacts

An analysis of cumulative traffic impacts, considering approved/planned developments in the project vicinity along with the existing plus proposed project conditions was performed to evaluate the impact of additional background traffic expected on study area intersections.

The following tables 7 and 8 list the cumulative plus project peak hour LOS at the study-area intersections. The data presented in these two tables indicate that with the addition of project-generated traffic the study-area intersections will generally continue to operate in the LOS A – C range during the A.M. and P.M. peak hour periods. The State Route 246 (SR 246) / McMurray Road intersection however would operate in the LOS D range during the P.M. peak hour period. Based on City of Buellton impact threshold criteria, the project would have a cumulative impact to the SR 246/McMurray Road intersection. As set forth in the City's General Plan, future programmatic improvements to the SR 246 / McMurray Road intersection (lane additions) would return the LOS to an acceptable level over time. New development projects in the City are required to pay into the Traffic Improvement Fee Program, with such payments representing a fair share of the cost of identified improvements to mitigate incremental project impacts.

Table 7

Cumulative + Project A.M. Peak Hour Intersection Levels of Service

Intersection	A.M. Peak Hour			
	Cumulative		Cumulative + Project	
	Delay	LOS	Delay	LOS
U.S. Highway 101 SB Ramp/Ave of Flags	8.9 sec./veh.	LOS A	9.0 sec./veh.	LOS A
U.S. Highway 101 SB On-Ramp/Damassa Rd.	2.0 sec./veh.	LOS A	3.0 sec./veh.	LOS A
U.S. Highway 101NB Ramps/Damassa Rd.	8.0 sec./veh.	LOS A	8.1 sec./veh.	LOS A
Mc Murray/Damassa Rd.	9.5 sec./veh.	LOS A	10.3 sec./veh.	LOS B
State Route 246/Mc Murray Rd.	23.5 sec./veh.	LOS C	23.8 sec./veh.[a]	LOS C
U.S. Highway 101 SB Ramps/State Route 246	23.1 sec./veh.	LOS C	23.2 sec./veh.	LOS C
U.S. Highway 101 NB Ramps/State Route 246	14.8 sec./veh.	LOS B	14.9 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.

Table 8

Cumulative + Project P.M. Peak Hour Intersection Levels of Service

Intersection	P.M. Peak Hour			
	Cumulative		Cumulative + Project	
	Delay	LOS	Delay	LOS
U.S. Highway 101 SB Ramp/Ave of Flags	9.0 sec./veh.	LOS A	9.2 sec./veh.	LOS A
U.S. Highway 101 SB On-Ramp/Damassa Rd.	1.0 sec./veh.	LOS A	1.7 sec./veh.	LOS A
U.S. Highway 101NB Ramps/Damassa Rd.	9.5 sec./veh.	LOS A	9.8 sec./veh.	LOS A
Mc Murray/Damassa Rd.	10.4 sec./veh.	LOS B	11.8 sec./veh.	LOS B
State Route 246/Mc Murray Rd.	41.4 sec./veh.	LOS D	53.4 sec./veh.[a]	LOS D
U.S. Highway 101 SB Ramps/State Route 246	17.1 sec./veh.	LOS B	18.5 sec./veh.	LOS B
U.S. Highway 101 NB Ramps/State Route 246	18.4 sec./veh.	LOS B	19.0 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.

Site Access and Circulation

Access to the project will be provided by a shared driveway on McMurray Road opposite Damassa Road; the access will be shared with the Hampton Inn Suites located to the south adjacent to the project site. The shared driveway and ingress to the project site will be designed to City design standards to provide safe and efficient access and egress. The project will be required to construct frontage improvements along McMurray Road, including curb, gutter and sidewalk.

Pedestrian and Bicycle Facilities

There are existing pedestrian and bicycle facilities along both sides of McMurray Road. Pedestrian sidewalk is provided along the west side of McMurray Road from Damasssa Road south to SR 246. North of Damassa Road pedestrian sidewalk is provided on a portion of the undeveloped side of

McMurray Road opposite the project site. Pedestrian sidewalk is provided along the south side of Damassa Road from Avenue of Flags to Mc Murray Road.

McMurray Road from SR 246 to Los Padres Way (approx ½ mile north of project) is Classified as a Class II bicycle route. Class II bike lanes exist on Mc Murray Road from SR 246 to Damassa Road. From Damassa Road north to Los Padres Way, Class II bike lanes are planned for McMurray Road. Damassa Road from Avenue of Flags to McMurray Road is classified as a Class III bike route.

The project will construct a sidewalk along its McMurray Road frontage, and would also provide an internal pathway system for pedestrians (including a pedestrian bridge across Zaca Creek) connecting to pedestrian facilities on McMurray Road.

No pedestrian or bicycle facility deficiencies would result from the proposed project.

Congestion Management Program Analysis
The Santa Barbara County Association of Governments has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located with the Congestion Managements Project (CMP) roadway system. The proposed project would not impact the CMP intersections (US 101/SR 246 ramps, US 101/Damassa Road ramps, US 101 southbound ramp @Avenue of Flags-Jonata Road intersection, and SR 246/McMurray Road intersection). The proposed project would add less than 100 peak hour trips to US 101 and SR 246 and would thus not significantly impact the freeway segments within the study area.

Other recommendations are detailed in the Traffic Study.

c. Air Traffic: No airports are located in the vicinity of the project.

d. Traffic Hazards: Please see discussion in sections a. and b. above.

e. Emergency Access: The proposed project does not block any identified emergency access routes, nor would it generate traffic that could impair such routes.

f. Parking: The project is providing the Municipal Code required parking. No impacts would occur.

g. Alternative Transportation: The project design does not inhibit the use of bicycles, and in fact provides bike racks, a bike share program and on-site pathways.

Findings and Mitigation: The project results in a slight increase to the cumulative operational traffic impacts. The City has adopted a Traffic Improvement Fee Program to address cumulative impacts to the local street and intersection network within the City of Buellton. The project is consistent with the City General Plan and would be required to pay the Traffic Improvement Fee.

The following required mitigation measure would reduce cumulative traffic impacts to a level of insignificance:

T-1 **Traffic Improvement Fee.** Payment of the Buellton Traffic Improvement Fee shall be paid prior to issuance of the occupancy permit. Said fee shall be in the rate that is in effect at the time building permits are issued.

Monitoring:
Planning Department will verify payment of the fee prior to issuing occupancy permits.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES - Would the project:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

a. A Phase I cultural resources assessment of the subject property was conducted by Kristina M Gill, which included a request for a Sacred Lands Search sent to the Native American Heritage Commission on June 23, 2015. The sacred lands search did not identify any sacred lands within the vicinity of the subject property. The property is an urban in-fill site, with no existing structures present and no historical resources listed or eligible for listing in the California Register of Historical Resources or in a local historic register. No impacts to tribal cultural resources are anticipated.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

a. Wastewater Treatment Requirements: The proposed use of the site is not anticipated to exceed wastewater treatment requirements of the Regional Water Quality Control Board. All elements of the project will be directly connected to the public sewer for ultimate treatment at the City's wastewater treatment plant. A grease interceptor is required by City ordinance. The proposed project is designed to meet City stormwater quality and flood control requirements. Impacts would be less than significant.

b., e. Water / Wastewater Treatment Facility Construction/Capacity: The proposed project will not require the construction of new water or wastewater treatment facilities or expansion of existing facilities. The General Plan and associated Environmental Impact Report provide for the intensity of the proposed development, including its water treatment and wastewater generation characteristics. Existing City water treatment infrastructure is adequate to accommodate the proposed uses, which are in conformance with General Plan Land Use and Zoning Requirements. Based on typical wastewater flow rate standards for commercial uses (Metcalf & Eddy, 4th edition), it is estimated that retail and restaurant uses could generate an estimated 20,000 gallons of wastewater per day. The City's wastewater treatment plant has a total capacity of 650,000 gallons per day, and has a current average daily flow of approximately 450,000 gallons per day. The project generation will increase the current average daily flow by approximately 4 percent. The existing wastewater treatment plant and sewer mains have sufficient capacity to accommodate the project's flows. Impacts would be less than significant.

c. Storm Drain Construction: The project would include on-site drainage, including a system of permeable pavers and catch basins designed to accommodate flows from the development project. No additional impacts are anticipated.

d. Water Supplies: Water is supplied to the City of Buellton from the Buellton Uplands Groundwater Basin, the Santa Ynez River Riparian Basin, and State Water Project (SWP). Water allocation from the SWP varies based on local demand and availability. Therefore, the City's SWP supplies may fluctuate based on the quantity of water the City's needs to meet demand and whether or not it is available from the State. Neither groundwater basin is in a state of overdraft, as the natural recharge rates either exceed the capacity of the basin or exceed the rate of pumping from the basin. Furthermore, the Buellton Uplands Groundwater Basin has a net surplus of 800 AFY. The project would create an increased demand for water, but the City has an adequate supply to accommodate the proposed project without obtaining new or expanded water entitlements, and development at this location is already anticipated under the General Plan. The project will be required to connect to and extend the city's water lines for service. Impacts would be less than significant.

f., g. Solid Waste: No significant solid waste impacts have been identified with respect to the proposed project.

Findings and Mitigation: No significant impacts would occur, so no mitigation is required.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a. Impacts related to drainage, water quality, and cultural resources were determined to be less than significant. Impacts related to biological resources were determined to be less than significant with mitigation measures required. The project is required to comply with federal, state and local laws that address these resources. Standard conditions of approval would also apply.

b. Cumulative impacts were determined to be less than significant, since all project-related impacts are either less than significant, or can be mitigated to ensure that cumulative conditions are not affected.

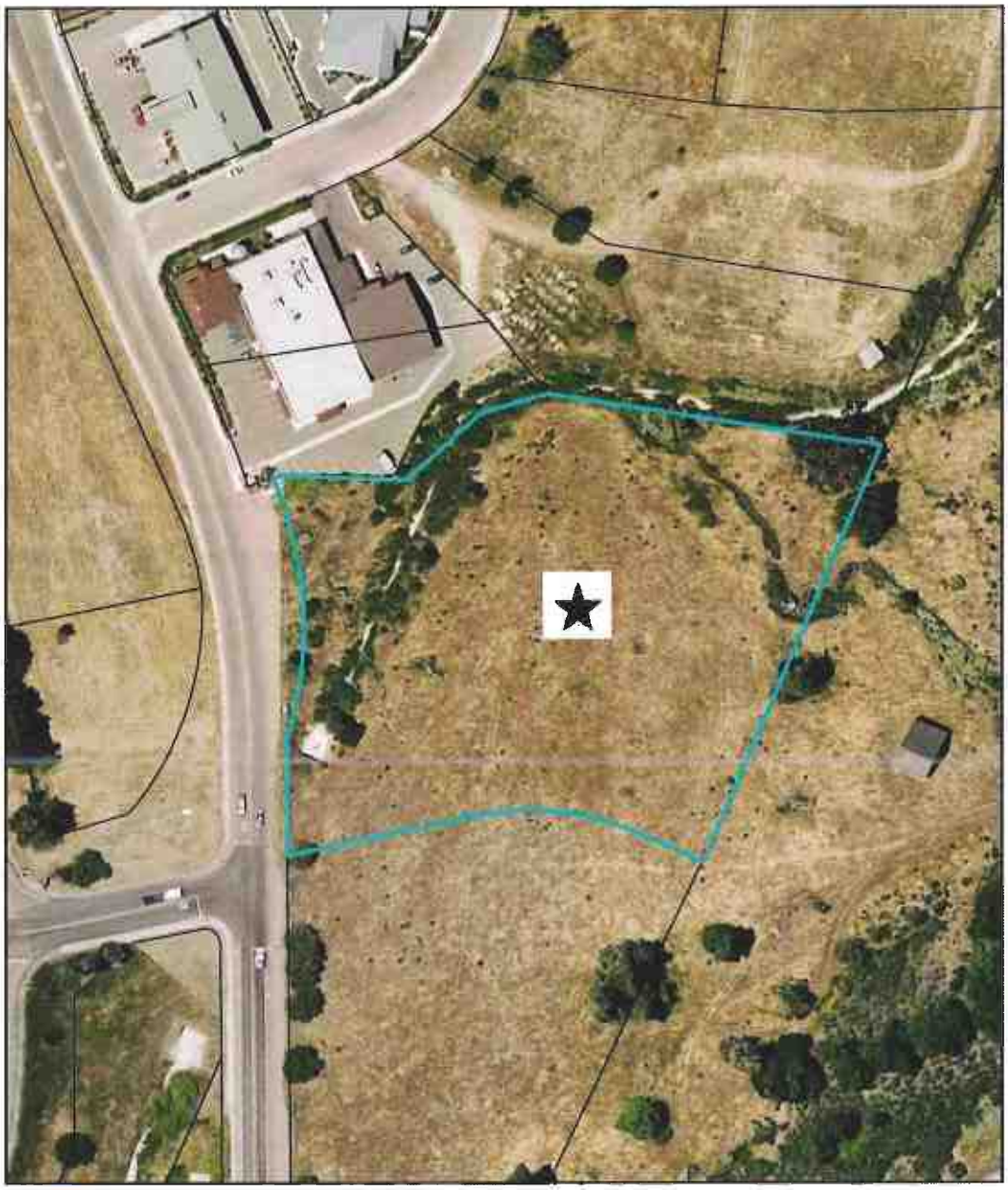
c. The incorporation of required mitigation measures and adherence to General Plan policies would reduce all impacts that have the potential to affect human beings to a less than significant level. Mitigation measures are required for the following issues: cultural resources, greenhouse gas emissions, and transportation/traffic.

Appendix A

Project Vicinity Map, Zoning Map, 100-Year Flood Zone Map

Vicinity Map

The Commons at Zaca Creek



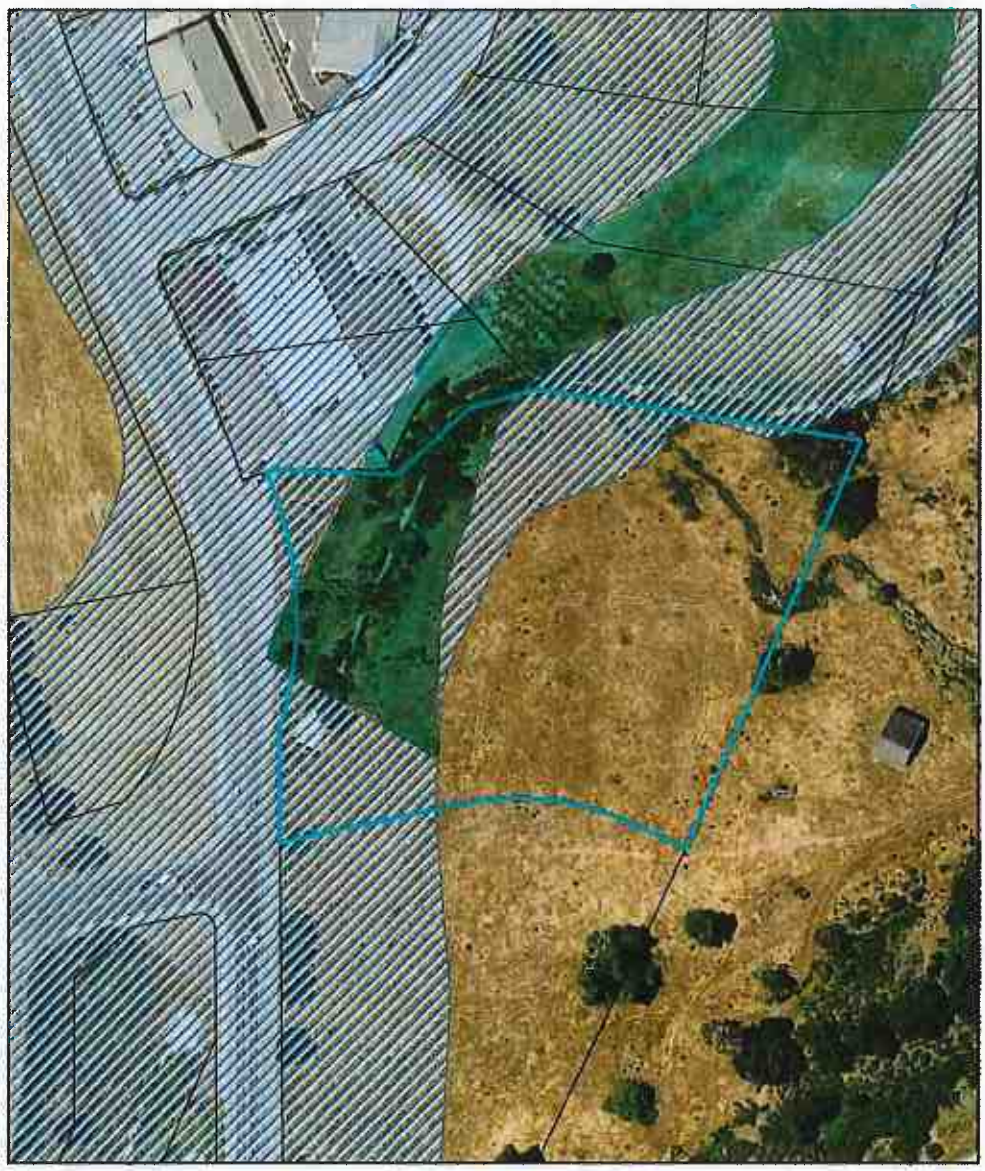
★ **Subject Property**

N

0 75 150 300 Feet

100-Year Flood Zone Map

The Commons at Zaca Creek



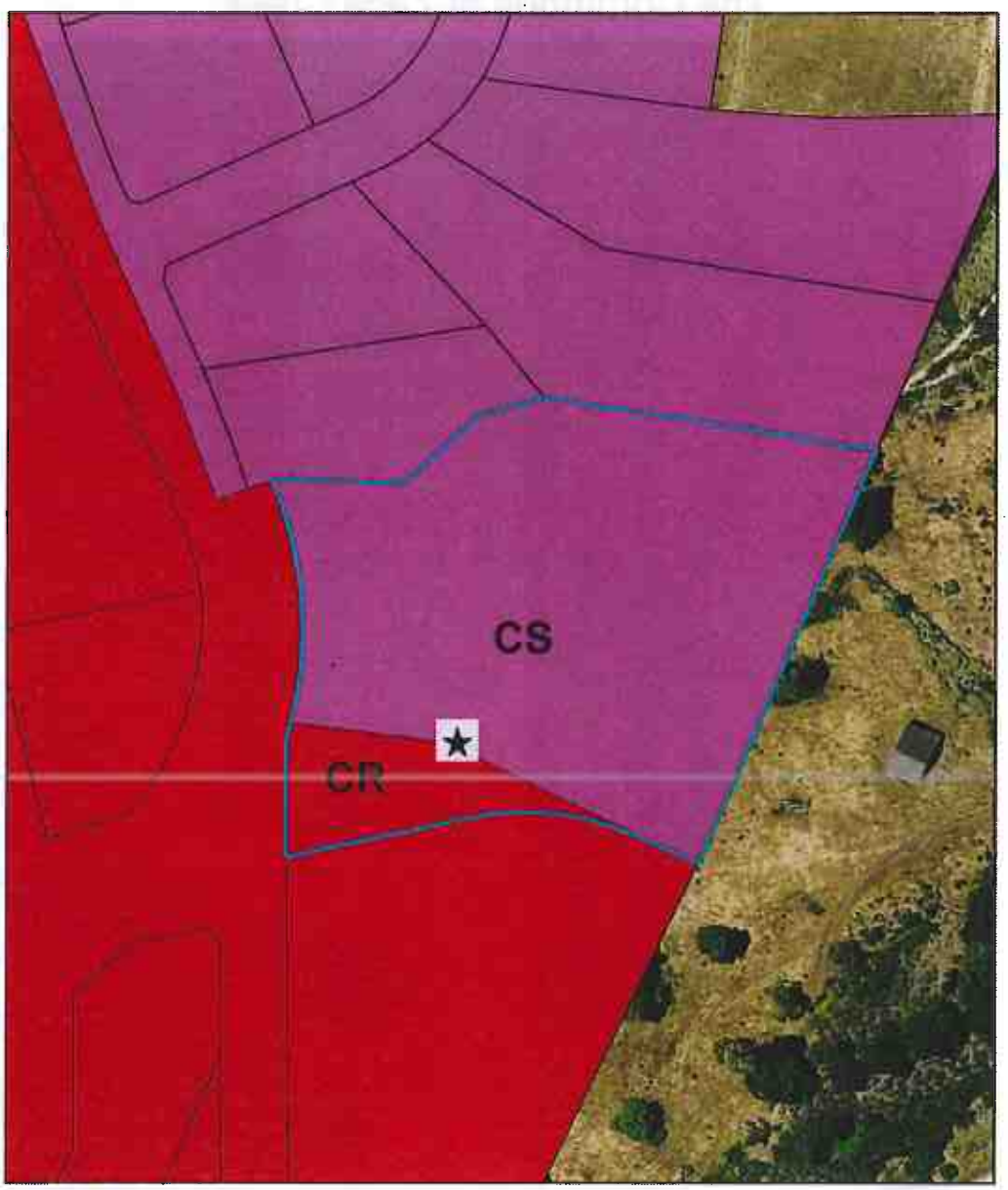
★ **Subject Property**

N

0 75 150 300 Feet

Zoning Map

The Commons at Zaca Creek



★ Subject Property

N

0 75 150 300 Feet

Appendix B

Project Plans

PLUMBING FIXTURE CALCULATIONS

BUILDING A PRELIMINARY PLUMBING FIXTURE CALCULATIONS

BASEMENT
9,528 SQ FT - 104 SQ FT - 2125 SQ FT = 7,307 SQ FT
7307 /5000 = 2 OCCUPANTS, 1 MALE 1 FEMALE
1 MALE WC, 0 URINALS, 1 LAV REQUIRED, 1 FEMALE WC, 1 LAV REQUIRED, 1 SERVICE SINK REQUIRED
MAIN LEVEL
M USE AREA = 4702 SQ FT /200 = 23.5
24/2 = 12 MALE, 12 FEMALE
1 MALE WC, 0 URINALS, 1 LAV REQUIRED & 1 FEMALE WC, 1 LAV REQUIRED.
A2 USE AREA = 1428 SQ FT /30 = 47.6
48 /2 = 24 MALE, 24 FEMALE
MALES REQUIRE 1 WC, 1 URINAL, & 1 LAV, FEMALES REQUIRE 1 WC & 1 LAV
UTILITY SINK AND WATER FOUNTAIN OR EQUIVALENT FACILITY REQUIRED
SECOND LEVEL
A2 USE AREA = (2,327 SQ FT + 1000 SQ FT PATIO) /30 = 111.8 OCCUPANTS
112 /2 = 56 MALE 56 FEMALE
MALES REQUIRE 2 WC, 1 URINAL, & 1 LAV, FEMALES REQUIRE 3 WC, 1 LAV, UTILITY SINK & WATER FOUNTAIN OR EQUIVALENT FACILITY REQUIRED.
TOTAL FIXTURES REQUIRED
MALES = 6 WC, 2 URINALS, 4 LAVS
FEMALES = 6 WC, 4 LAVS

BUILDING B PRELIMINARY PLUMBING FIXTURE CALCULATIONS
2425 SQ FT - 235 (bath & kitch cerrelated) + 1,313 PATIO = 3,502 SQ FT
3,502 SQ FT /30 = 116.7 OCCUPANTS
117 /2 = 58 MEN & 58 WOMEN
PER CPC TABLE 422.1, BUILDING B REQUIRES 2M & 3F WATER CLOSETS,
1M URINAL, 1M LAV & 1F LAV, 1 MOP SINK, & 1 WATERFOUNTAIN OR EQUIVALENT FACILITY.

BUILDING C PRELIMINARY PLUMBING FIXTURE CALCULATIONS
M USE = (5050 SQ FT + 1225 SQ FT PATIOS /200 = 32 OCCUPANTS
32/2 = 16 MEN & 16 WOMEN
S USE = 1151 /5000 = .23 = 1 MAN & 1 WOMAN

BUILDING D PRELIMINARY PLUMBING FIXTURE CALCULATIONS
A2 USE = (2707 SQ FT + 1236 PATIOS) /30 = 134.4
135 /2 = 68 MEN & 68 WOMEN
MEN REQUIRE 2 WC, 1 LAV, & 0 UR. WOMEN REQUIRE 3 WC & 1 LAV
M USE = (3656 + 1639 SQ FT PATIOS) /200 = 27.48 OCCUPANTS
28/2 = 14 MEN & 14 WOMEN
S USE = 734 /5000 = .34 = 1 MAN & 1 WOMAN

BUILDING E PRELIMINARY PLUMBING FIXTURE CALCULATIONS
M USE = (4268 SQ FT + 1834 PATIOS) /200 = 30.51
31/2 = 16 MEN AND 16 WOMEN
BUILDINGS C, D, & E M USES TOTAL 40 MEN AND 40 WOMEN
MEN REQUIRE 1 WC, 0 UR, & 1 LAVS. WOMEN REQUIRE 1 WC & 1 LAVS, 1 FOUNTAINS REQUIRED, 1 UTILITY SINK.

BUILDING AREA STATISTICS

DESCRIPTION	EXISTING (Gross S.F.)	PROPOSED (Gross S.F.)
LOT SIZE	185,130 G.S.F. (4.25 ACRES)	190,542 G.S.F. (4.37 ACRES)

PROPOSED BUILDING AREAS

BUILDING A		GSF
USAGE		
RETAIL (INCLUDES RESTROOMS CIRCULATION/EXHIBITION/KITCHEN)		10,165
RESTAURANT (GROUND)		1,448
GUEST AREA (20%)	286	
NON-GUEST AREA (80%)	1,142	
RESTAURANT (MEZZANINE)		3,106
GUEST AREA (60%)	1,906	
NON-GUEST AREA (40%)	1,200	
RESTAURANT PATIO MEZZANINE (EXTERIOR)		1,000
WAREHOUSE/STORAGE		9,534
TOTALS		26,214
BUILDING TOTAL SIZE		
MULTI-TENANT GROUND FLOOR		11,613
SINGLE-TENANT MEZZANINE		3,106
SINGLE-TENANT MEZZANINE PATIO (EXTERIOR)		1,000
MULTI-TENANT BASEMENT		9,536
TOTALS		25,314
BUILDING B		GSF
USAGE		
RESTAURANT		2,425
GUEST AREA (55%)	1,334	
NON-GUEST AREA (45%)	1,091	
RESTAURANT PATIO (EXTERIOR)		1,313
TOTALS		3,738
BUILDING TOTAL SIZE		
SINGLE-TENANT GROUND FLOOR		2,425
SINGLE-TENANT PATIO (EXTERIOR)		1,313
TOTALS		3,738
BUILDING C		GSF
USAGE		
RETAIL		3,825
WAREHOUSE/STORAGE		1,151
RETAIL PATIO (EXTERIOR)		1,225
TOTALS		6,201
BUILDING TOTAL SIZE		
MULTI-TENANT GROUND FLOOR		3,825
MULTI-TENANT MEZZANINE		1,151
MULTI-TENANT PATIO (EXTERIOR)		1,225
TOTALS		6,201
BUILDING D		GSF
USAGE		
RESTAURANT		2,707
GUEST AREA (57%)	1,538	
NON-GUEST AREA (43%)	1,169	
RETAIL (INCLUDES RESTROOMS/KIOSK)		4,659
WAREHOUSE/STORAGE		734
RESTAURANT PATIO (EXTERIOR)		1,235
RETAIL PATIO (EXTERIOR)		2,101
TOTALS		11,545
BUILDING TOTAL SIZE		
MULTI-TENANT GROUND FLOOR		7,466
MULTI-TENANT MEZZANINE		734
MULTI-TENANT PATIO (EXTERIOR)		3,366
TOTALS		11,566
BUILDING E		GSF
USAGE		
RETAIL		4,268
WAREHOUSE/STORAGE/MECHANICAL		240
RESIDENTIAL		1,105
RETAIL PATIO (EXTERIOR)		1,834
TOTALS		7,447
BUILDING TOTAL SIZE		
MULTI-TENANT GROUND FLOOR		5,362
MULTI-TENANT MEZZANINE		251
MULTI-TENANT PATIO (EXTERIOR)		1,834
TOTALS		7,447
TOTAL BUILDING AREAS		GSF
USAGE		
RETAIL		22,077
RESTAURANT		9,845
GUEST AREA (47%)	5,060	
NON-GUEST AREA (53%)	4,782	
WAREHOUSE/STORAGE		11,661
RESIDENTIAL		1,105
RETAIL PATIO (EXTERIOR)		6,220
RESTAURANT PATIO (EXTERIOR)		3,078
TOTALS		54,268
BUILDING TOTAL SIZE		
GROUND FLOOR		30,691
MEZZANINE		5,051
BASEMENT		9,536
TENANT PATIOS (EXTERIOR)		8,768
TOTALS		54,268

PARKING STATISTICS

RETAIL	22,077 SF x 1 SPACE/300 SF	74
RETAIL EXTERIOR	5,220 SF x 1 SPACE/300 SF	17
RESTAURANT GUEST AREA	5,060 SF x 1 SPACE/300 SF	17
RESTAURANT GUEST AREA EXTERIOR	3,078 SF x 1 SPACE/300 SF	12
RESTAURANT EMPLOYEES PER SHIFT	MAX SHIFT 20 EMPLOYEES/2	10
WAREHOUSE/STORAGE	11,661 SF X SPACE/1,000 SF	12
RESIDENTIAL	1 BEDROOM = 1 SPACE/BEDROOM	1
TOTAL AUTOMOBILE PARKING REQUIRED		154
STANDARD SPACES		118
COMPACT SPACES		39
HANDICAPPED SPACES (INCLUDING 2 VAN ACCESSIBLE)		5
TOTAL AUTOMOBILE PARKING PROVIDED		162
LOADING ZONE AREA (AS DESIGNATED ON SHEET A101 + SPACE is 7-10)		N/A
MOTORCYCLE PARKING		0
BICYCLE PARKING		39
TOTAL OTHER PARKING PROVIDED		39

SITE COVERAGE STATISTICS

BUILDING FOOTPRINT	31,691 SQ. FT.	17% OF LOT AREA
PERMEABLE HARDSCAPE	35,000 SQ. FT.	18% OF LOT AREA
NON-PERMEABLE HARDSCAPE	49,708 SQ. FT.	20% OF LOT AREA
LANDSCAPE	75,073 SQ. FT.	39% OF LOT AREA
TOTAL AREA	190,542 SQ. FT.	100% OF LOT AREA

EARTHWORK ESTIMATES

CUT	7,400 CUBIC YARDS
FILL	7,170 CUBIC YARDS
NET EXPORT	230 CUBIC YARDS

PROJECT INFORMATION

PROJECT	THE COMMONS AT ZACA CREEK
PROJECT	610 MCMURRAY ROAD BUELLTON, CALIFORNIA 93427
PROJECT	20 COMMONS HOLDINGS, LLC 2028 SAN MARCOS AVENUE, STE. 202A LOS OLIVOS, CALIFORNIA 93441
GOVERNING AGENCY	CITY OF BUELLTON 107 WEST HIGHWAY 246 BUELLTON, CALIFORNIA 93427
PROJECT DESCRIPTION	THE COMMONS AT ZACA CREEK PROPOSES A MULTITENANT COMMERCIAL DEVELOPMENT TO BE LOCATED AT 610 MCMURRAY ROAD. THE PROJECT ENCOMPASSES RETAIL, RESTAURANT AND STORAGE USES AND IS INTENDING TO HAVE A TENANT MIX CATERING TO BOTH LOCAL AS WELL AS VISITOR POPULATIONS. REFER TO THE REGION SEE PROJECT ADDENDUM FOR ADDITIONAL INFORMATION.

ZONING COMPLIANCE

METR:	N/A
PROJECT APN:	137-170-008
PROJECT ZONING:	[redacted] SAUTEED EHAL COMMERCIAL
USE:	[redacted] RETAIL/STORAGE
FRONT SETBACK:	[redacted]
SIDE SETBACK:	[redacted]
REAR SETBACK:	[redacted]
MAX HEIGHT LIMIT:	[redacted]
OFF-STREET PARKING SPACES:	[redacted]
BIKE PARKING SPACES:	[redacted]
REQUIRED OPEN YARD AREA:	N/A
LOT AREA (GROSS):	EXISTING 4.25 ACRES (185,130 SF) PROPOSED 4.37 AC (190,542 SF)
AVERAGE SLOPE OF TOTAL PROPERTY:	4% APPROX.
AVERAGE SLOPE OF AREA TO BE USED:	3%
AMOUNT OF CUT IN CUBIC YARDS:	SEE GRADING PLAN
AMOUNT OF FILL IN CUBIC YARDS:	SEE GRADING PLAN
FIRE ZONE:	CITY OF BUELLTON
CONSTRUCTION TYPE:	V-B
OCCUPANCY TYPE:	A-2, B, M & R-2

SYMBOLS

SHEET REFERENCE — View Name 01, View Scale
SECTION
LEVEL — Name Elevation
DETAIL SECTION
DETAIL CALLOUT
ELEVATION
ROOM TAG — 101 ROOM NAME AREA
DOOR TAG
WINDOW TAG
WALL TYPE
REVISION TAG
BREAK SYMBOL
ROOF PITCH
SIGNAGE REFERENCE
TEMPERED SAFETY GLAZING
DIMENSION TO CORE STRUCTURE FACE
DIMENSION TO FINISH FACE

ABBREVIATIONS

(E)	EXISTING	MFR.	MANUFACTURER
(N)	NEW	MIN.	MINIMUM
A.F.F.	ABOVE FINISH FLOOR	MTL.	METAL
ALUM.	ALUMINUM	N.I.C.	NOT IN CONTRACT
ARCH.	ARCHITECT	OFCI	OWNER FURNISHED / CONTRACTOR INSTALLED
BD.	BOARD	OFOI	OWNER FURNISHED / OWNER INSTALLED
BLDG.	BUILDING	OPG.	OPENING
B.O.	BOTTOM OF	OPP.	OPPOSITE
BLKG.	BLOCKING	P.LAM.	PLASTIC LAMINATE
B.U.R.	BUILT-UP ROOFING	PLWD.	PLYWOOD
CAB.	CABINET	PL	PLATE
C.B.	CATCH BASIN	P.L.	PROPERTY LINE
C.L.	CENTER LINE	PR.	PAIR
CLG.	CEILING	P.T.	PRESSURE TREATED
C.J.	CONTROL JOINT	R.	RISER
COL.	COLUMN	REF.	REFER TO REFERENCE
COMM.	COMMUNICATION	REFR.	REFRIGERATOR
CONC.	CONCRETE	REQD.	REQUIRED
CONST.	CONSTRUCTION	RESIL.	RESILIENT
CONT.	CONTINUOUS	RET.	RETAINING
C.T.	CERAMIC TILE	R.O.	ROUGH OPENING
CTR.	COUNTER	R.O.W.	RIGHT OF WAY
CTRSK.	COUNTERSINK	RWL	RAINWATER LEADER
DBL.	DOUBLE	S&R	SEALANT & BACKER ROD
DWG.	DRAWING	S.D.	STORM DRAIN
EIFS	EXTERIOR INSULATED FINISH SYSTEM	S.F.	STOREFRONT
EL.	ELEVATION	SIM.	SIMILAR
ELEC.	ELECTRICAL	S.M.H.	SEWER MANHOLE
ELEV.	ELEVATOR	SPEC.	SPECIFICATIONS
EQUIP.	EQUIPMENT	SSD.	SEE STRUCTURAL DRAWINGS
EXT.	EXTERIOR	STRL.	STRUCTURAL
F.A.	FIRE ALARM	SUBFLR.	SUBFLOOR
F.E.	FIRE EXTINGUISHER	T.	TREAD
FDN.	FOUNDATION	T.O.	TOP OF
FIXT.	FIXTURE	T.O.P.	TOP OF PLATE
FIN.	FINISH	T.O.S.	TOP OF SLAB
FLASH.	FLASHING	T.O.W.	TOP OF WALL
FLR.	FLOOR	TYP.	TYPICAL
F.O.F.	FACE OF FINISH	U.O.N.	UNLESS OTHERWISE NOTED
F.O.S.	FACE OF STUD	W.	WIDTH
GA.	GAUGE	W/	WITH
GR.	GRADE		
GWB.	GYPSUM WALL BOARD		
HDS	HARDSCAPE		
MAX.	MAXIMUM		
MED.	MEDICINE		

DRAWING INDEX

GEN A000 COVER SHEET
GEN A001 GENERAL INFORMATION
GEN A101 PROPOSED SITE PLAN
GEN A102 PROPOSED LANDSCAPE PLAN
GEN A103 HYDROZONE PLAN
GEN A601 MATERIAL / IMAGE BOARD
GEN A602 MATERIAL / IMAGE BOARD
GEN AG101 SITE SURVEY
GEN C101 GRADING PLAN
GEN C102 GRADING SECTIONS
GEN C103 UTILITY PLAN
GEN E101 SITE LIGHTING PLAN
GEN E102 SITE LIGHTING SPECIFICATIONS

BL-A A201 BUILDING A BASEMENT / FLOOR PLAN
BL-A A202 BUILDING A ROOF PLAN
BL-A A301 BUILDING A EXTERIOR ELEVATIONS
BL-B A201 BUILDING B FLOOR PLANS / ROOF PLAN
BL-B A301 BUILDING B EXTERIOR ELEVATIONS
BL-C A201 BUILDING C FLOOR PLANS / ROOF PLAN
BL-C A301 BUILDING C EXTERIOR ELEVATIONS
BL-D A201 BUILDING D FLOOR PLAN
BL-D A202 BUILDING D ROOF PLAN
BL-D A301 BUILDING D EXTERIOR ELEVATIONS
BL-E A201 BUILDING E FLOOR PLAN
BL-E A202 BUILDING E ROOF PLAN
BL-E A301 BUILDING E EXTERIOR ELEVATIONS

SIGNAGE PACKAGE
GEN A000 COVER SHEET
GEN A101 PROPOSED SITE PLAN
A2.1 SIGNAGE/IDENTITY BUILDING A
A2.2 SIGNAGE/IDENTITY BUILDING B AND STREET FRONT MONUMENT
A2.3 SIGNAGE/IDENTITY BUILDING C
A2.4 SIGNAGE/IDENTITY BUILDING D
A2.5 SIGNAGE/IDENTITY BUILDING E, SIGNAGE PYLON AND DEVELOPMENT SIGNAGE TOWER
A2.6 MATERIAL AND REFERENCE IMAGES

PROJECT TEAM

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FARAGEN SURVEYS
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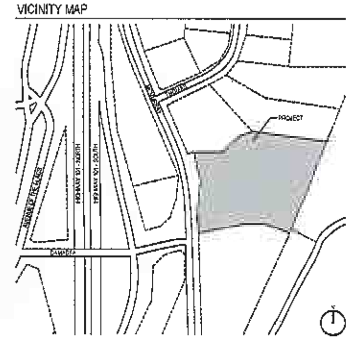
VICINITY MAP



CODE COMPLIANCE

GOVERNING AGENCY:
CITY OF BUELLTON
107 WEST HIGHWAY 246
P.O. BOX 1819
BUELLTON, CALIFORNIA 93427
805.688.5177

COUNTY OF SANTA BARBARA
NORTH COUNTY OFFICE
624 W. FOSTER ROAD
SANTA MARIA, CALIFORNIA 93455-3623
805.934.6200

APPLICABLE CODES:
ALL WORK AND MATERIAL SHALL BE PERFORMED AND INSTALLED IN COMPLIANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

- 2016 CALIFORNIA BUILDING STANDARDS CODE
- 2016 CALIFORNIA MECHANICAL CODE
- 2016 CALIFORNIA PLUMBING CODE
- 2016 CALIFORNIA ELECTRICAL CODE
- 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE
- 2016 CALIFORNIA ENERGY CODE
- 2016 CALIFORNIA FIRE CODE
- STATE CODES
- SANTA BARBARA COUNTY BUILDING CODE
- BEST MANAGEMENT PRACTICES LISTED ON THIS SHEET

the COMMONS at zaca creek

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CLIENT
COAST DEVELOPMENT PARTNERS I, LLC
2028 SAN MARCOS AVENUE, STE. 202A
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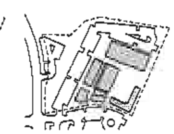
NOT FOR CONSTRUCTION



DEVELOPMENT APPLICATION

NO.	DESCRIPTION	DATE
	DEVELOPMENT APP.	08.21.2018
	DEV. APP. RESUBMITTAL	12.22.2018

PROJECT NUMBER: JUN MH 1508

GENERAL INFORMATION

GEN A001

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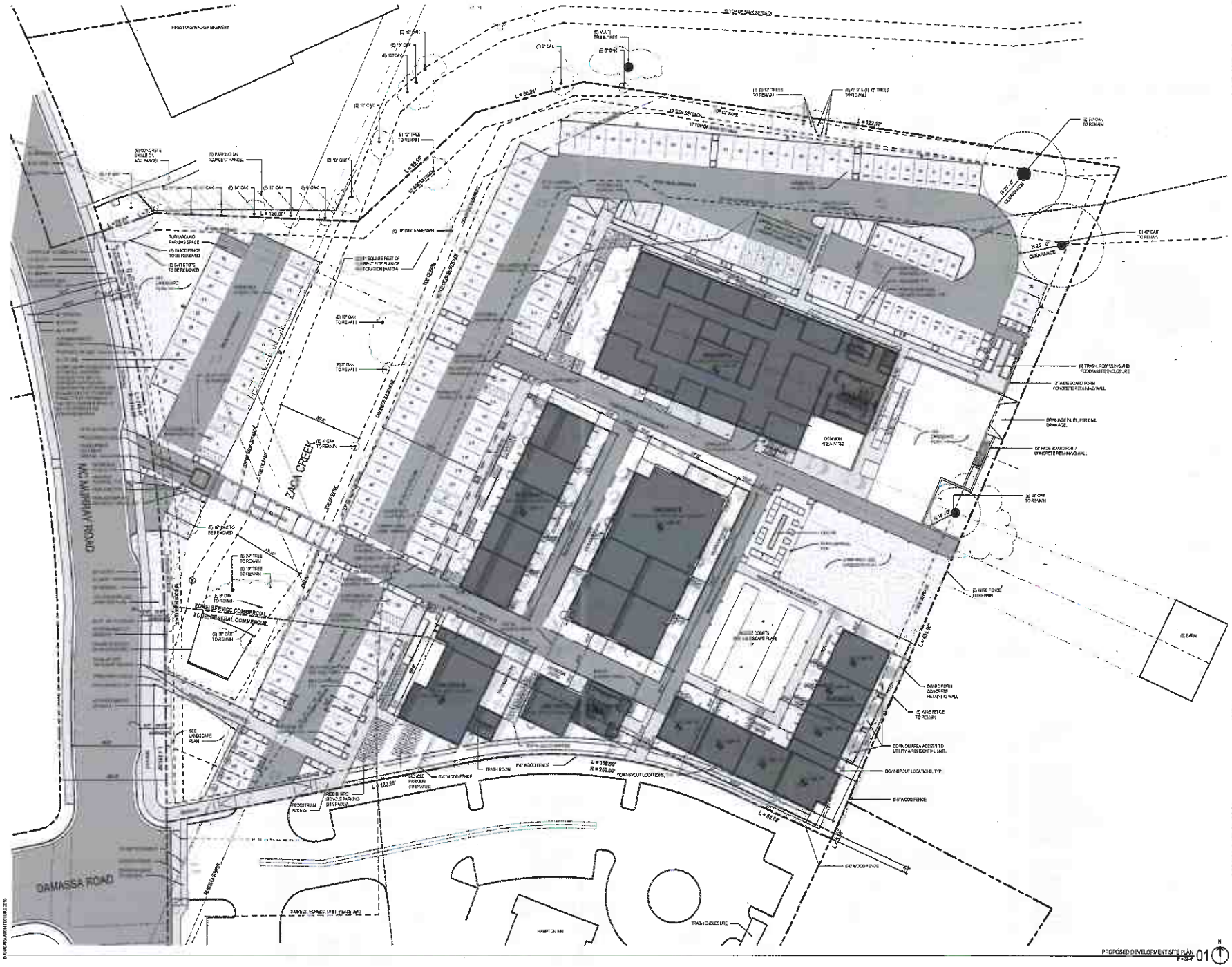

PROPOSED DEVELOPMENT SITE PLAN 01

the COMMONS of zaca creek

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NOT FOR CONSTRUCTION

DEVELOPMENT APPLICATION

REVISION

NO.	DESCRIPTION	DATE
1	[illegible]	[illegible]
2	[illegible]	12.21.2016
3	[illegible]	02.13.2017

PROJECT NUMBER
DRAWN

PROPOSED SITE PLAN

GEN
A101

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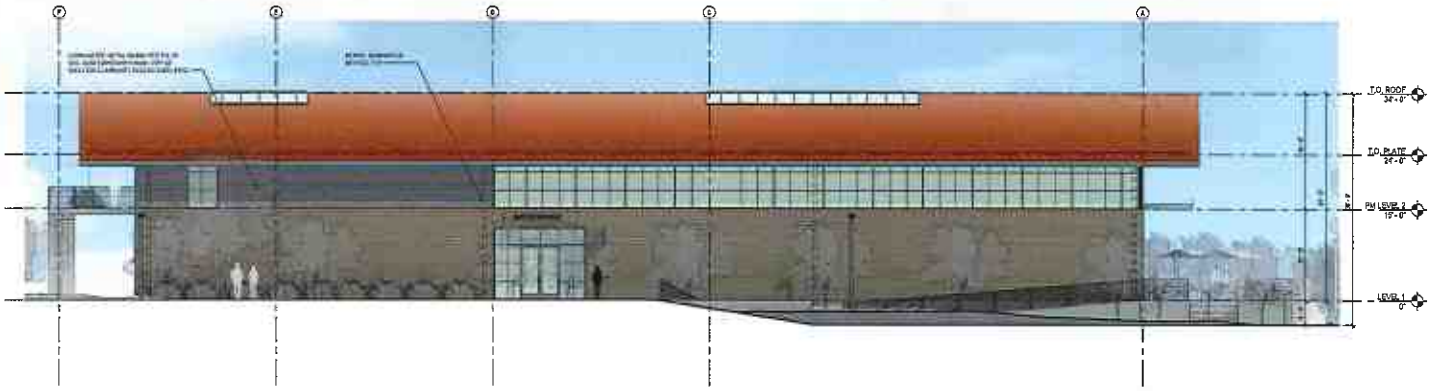
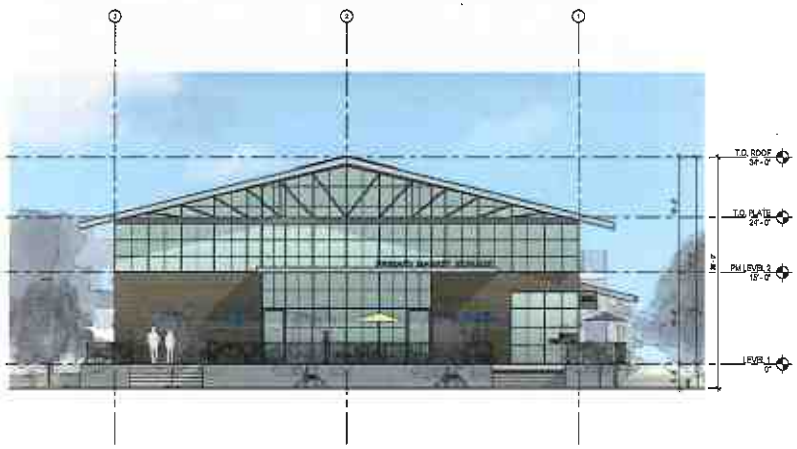
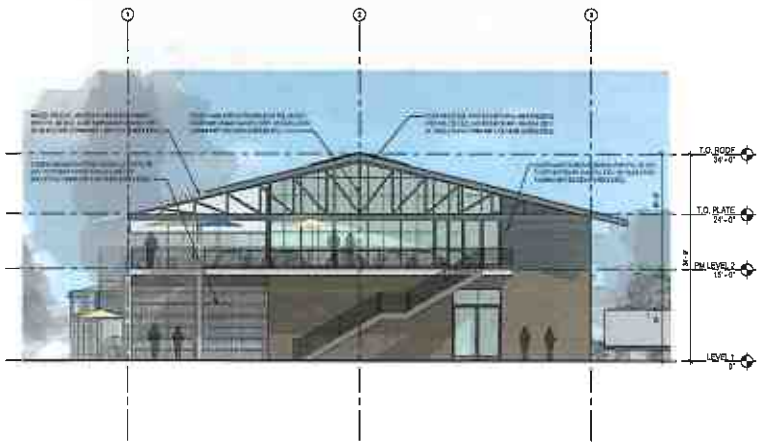
PROPOSED SOUTH ELEVATION 03



PROPOSED NORTH ELEVATION 02



PROPOSED WEST ELEVATION 04



PROPOSED EAST ELEVATION 01

the COMMONS at zaca creek

ANACAPA

CLIENT

COAST DEVELOPMENT PARTNERS I, LLC

NOT FOR CONSTRUCTION

DEVELOPMENT APPLICATION

No.	DESCRIPTION	DATE
1	DEVELOPMENT APP.	06/23/2016
2	[illegible] SUBMITTAL	12/22/2016
3	[illegible] SHEETS	03/16/2017

PROJECT NUMBER:

EXTERIOR ELEVATIONS

BL-A
A301

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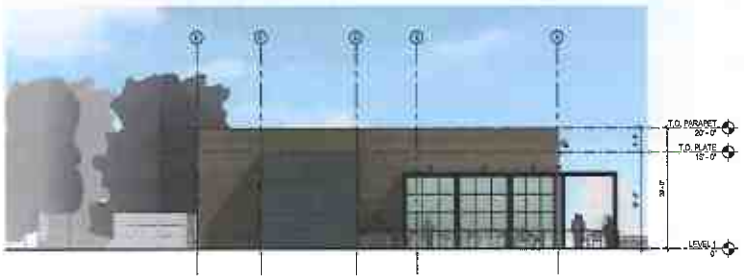
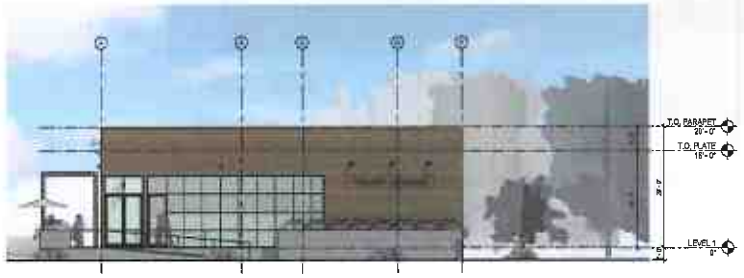
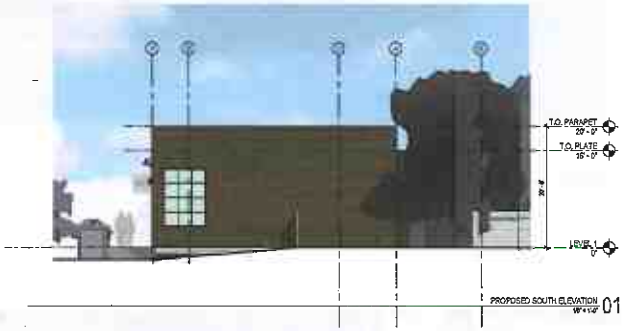


PROPOSED EAST ELEVATION 03

PROPOSED NORTH ELEVATION 04



PROPOSED WEST ELEVATION 02



PROPOSED SOUTH ELEVATION 01

the
COMMONS
at aca creek

ARCHITECT
ANACAPA

CLIENT
COAST DEVELOPMENT PARTNERS I, LLC

NOT FOR CONSTRUCTION

DEVELOPMENT
APPLICATION

NO.	DESCRIPTION	DATE
1	[illegible]	06.22.2016
2	[illegible]	12.02.2016
3	[illegible]	02.10.2017

PRINTED: [illegible]
PROJECT NUMBER: JOB NO. [illegible]
DRAWN: [illegible]

EXTERIOR ELEVATIONS

BL-B
A301

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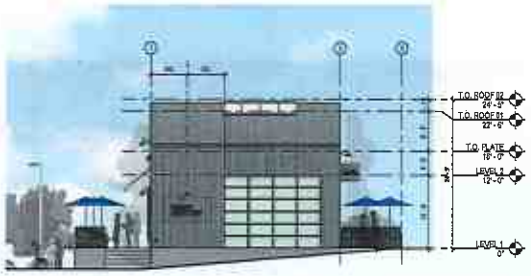
PROPOSED EAST ELEVATION 03

PROPOSED WEST ELEVATION 02

PROPOSED NORTH ELEVATION 04



PROPOSED SOUTH ELEVATION 01

the
COMMONS
at zaca creek

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DEVELOPMENT
APPLICATION

NO.	DESCRIPTION	DATE
1	DEVELOPMENT APP.	08.23.2016
2	DEV. APP. RESUBMITTAL	12.22.2016
3	SUPPLEMENTAL SHEETS	02.10.2017

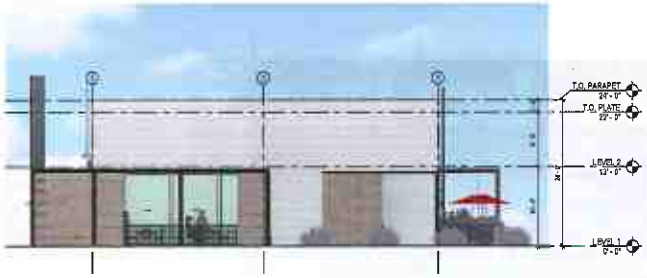
PROJECT NUMBER: JOB NO. 1503
DRAWN: JLM

EXTERIOR ELEVATIONS

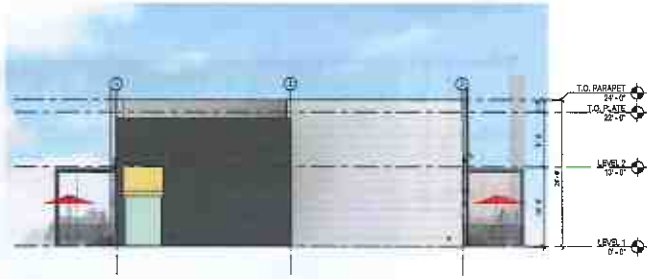
BL-C
A301

PROPOSED EAST ELEVATION 03

PROPOSED WEST ELEVATION 02



PROPOSED NORTH ELEVATION 04



PROPOSED SOUTH ELEVATION 01

the
COMMONS
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DEVELOPMENT
APPLICATION

REVISION

NO.	DESCRIPTION	DATE
1	DEVELOPMENT APP.	06.23.2016
2	DEV. APP. RESUBMITTAL	12.22.2016
3	SUPPLEMENTAL SHEETS	02.10.2017

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PROJECT NUMBER: JOB NO. 1536
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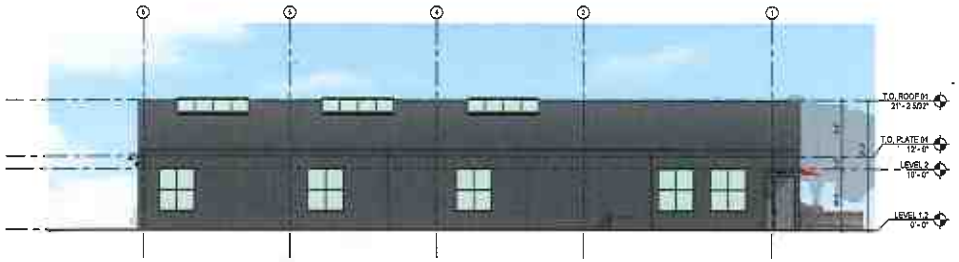
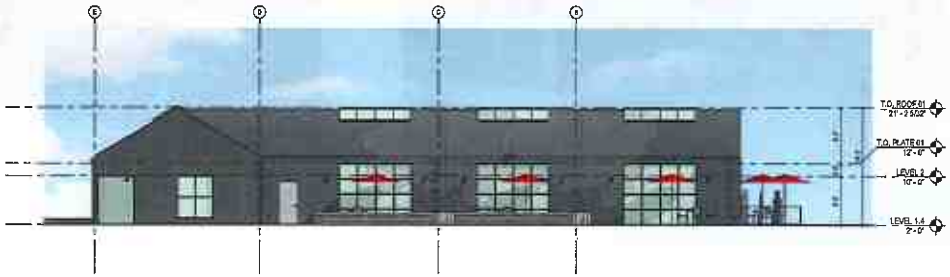
EXTERIOR ELEVATIONS

BL-D
A301



PROPOSED SOUTH ELEVATION 1/8" = 1'-0" 04



PROPOSED EAST ELEVATION 1/8" = 1'-0" 03

PROPOSED WEST ELEVATION 1/8" = 1'-0" 02

PROPOSED NORTH ELEVATION 1/8" = 1'-0" 01

the COMMONS at zaca creek

ANACAPA

CLIENT

COAST DEVELOPMENT PARTNERS I, LLC

NOT FOR CONSTRUCTION

DEVELOPMENT APPLICATION

No.	DESCRIPTION	DATE
1	DEVELOPMENT APP.	06.23.2016
2	DEV. APP. RESUBMITTAL	12.22.2016
3	SUPPLEMENTAL SHEETS	07.10.2017

PROJECT NUMBER: 0118 NO. 1.000

DRAWN

EXTERIOR ELEVATIONS

BL-E

A301

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BLDG D_6 12' = 1'-0" 4

BLDG D_2 12' = 1'-0" 2

BLDG D_5 12' = 1'-0" 3

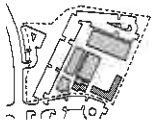
BLDG D_1 12' = 1'-0" 1

the
COMMONS
at zaca creek

ANACAPA

COAST DEVELOPMENT PARTNERS I, LLC

NOT FOR CONSTRUCTION



DEVELOPMENT APPLICATION

REVISION

NO.	DESCRIPTION	DATE
3	SUPPLEMENTAL SHEETS	02.16.2017

BUILDING DEVELOPMENT VIEWS

GEN
A305

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OVERALL DEVELOPMENT BIRDSEYE VIEW 1

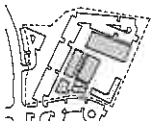
OVERALL DEVELOPMENT FRONT VIEW 2

the
COMMONS
at zaca creek

ANACAPA

COAST DEVELOPMENT PARTNERS I, LLC

NOT FOR CONSTRUCTION



DEVELOPMENT
APPLICATION

NO.	DESCRIPTION	DATE

PROJECT NUMBER

OVERALL DEVELOPMENT
VIEWS

GEN
A301

MATERIAL: FABRIC
MANUFACTURER: N/A
COLOR/DESCRIPTION: CHARCOAL
LOCATION USED: BUILDING D

AWNING 12" = 1'-0" 16

MATERIAL: METAL
MANUFACTURER: N/A
COLOR/DESCRIPTION: VARIOUS
LOCATION USED: RESTAURANT / RETAIL

SIGNAGE - RESTAURANT / RETAIL 12" = 1'-0" 12

MATERIAL: STEEL, CABLE AND WOOD HANDRAIL
MANUFACTURER: N/A
COLOR/DESCRIPTION: BLACK RAILING WITH TEAK WOOD
LOCATION USED: BUILDINGS A, B, D

STEEL CABLE RAILING 12" = 1'-0" 8

MATERIAL: [illegible]
MANUFACTURER: [illegible]
COLOR/DESCRIPTION: [illegible]
LOCATION USED: EXTERIOR LIGHTING

WALL SCONCE - TECH LIGHTING 12" = 1'-0" 4

MATERIAL: DECOMPOSED GRANITE
MANUFACTURER: N/A
COLOR/DESCRIPTION: N/A
LOCATION USED: PARKING ISLANDS/PLANTERS

PARKING ISLANDS/PLANTERS 12" = 1'-0" 15

MATERIAL: METAL
MANUFACTURER: N/A
COLOR/DESCRIPTION: VARIOUS
LOCATION USED: TASTING ROOMS / RETAIL

SIGNAGE - TASTING ROOMS / RETAIL 12" = 1'-0" 11

MATERIAL: STEEL
MANUFACTURER: N/A
COLOR/DESCRIPTION: BLACK
LOCATION USED: PEDESTRIAN BRIDGE

PEDESTRIAN BRIDGE 12" = 1'-0" 7

MATERIAL: STEEL
MANUFACTURER: SEGA SGE14
COLOR/DESCRIPTION: MATTE BLACK
LOCATION USED: EXTERIOR, ROOFTOP

WALL SCONCE - SEGA 12" = 1'-0" 3

MATERIAL: LIGHTS
MANUFACTURER: N/A
COLOR/DESCRIPTION: MATERIALS OUTDOOR
LOCATION USED: PATIOS

EXTERIOR LIGHTS 12" = 1'-0" 14

MATERIAL: METAL
MANUFACTURER: N/A
COLOR/DESCRIPTION: VARIOUS
LOCATION USED: SIGNAGE TOWER

SIGNAGE - METAL TOWER 12" = 1'-0" 10

MATERIAL: WOOD
MANUFACTURER: N/A
COLOR/DESCRIPTION: HORIZONTAL BOARDS
LOCATION USED: SITE PERIMETER

PERIMETER FENCE 12" = 1'-0" 6

MATERIAL: [illegible]
MANUFACTURER: [illegible]
COLOR/DESCRIPTION: [illegible]
LOCATION USED: EXTERIOR LIGHTING

GALVANIZED SCONCE WIRE GUARD 12" = 1'-0" 2

MATERIAL: COMPACTED GRAVEL / WOOD
MANUFACTURER: N/A
COLOR/DESCRIPTION: VARIOUS
LOCATION USED: COMMUNAL AREA

BOCCE COURT 12" = 1'-0" 13

MATERIAL: STEEL MESH
MANUFACTURER: N/A
COLOR/DESCRIPTION: BLACK PAINTED
LOCATION USED: BUILDINGS C & E

STEEL MESH RAILING 12" = 1'-0" 9

MATERIAL: CORTEN STEEL
MANUFACTURER: RUSTY PATINA, CUT 80
COLOR/DESCRIPTION: NATURAL RUST-GREED
LOCATION USED: EXTERIOR LIGHTING

BOLLARD 12" = 1'-0" 5

MATERIAL: STEEL
MANUFACTURER: N/A
COLOR/DESCRIPTION: BLACK
LOCATION USED: EXTERIOR LIGHTING

BLACK STEEL SCONCE 12" = 1'-0" 1

the COMMONS at anacapa creek

ARCHITECT
ANACAPA
[illegible]
SANTA BARBARA, CALIFORNIA 93101
[illegible]
www.anacapa-[illegible].com

CLIENT
COAST DEVELOPMENT PARTNERS I, LLC
[illegible] AVENUE, STE. [illegible]
LOS GATOS, CALIFORNIA 95441

NOT FOR CONSTRUCTION

DEVELOPMENT APPLICATION

REVISION

NO.	DESCRIPTION	DATE
1	[illegible]	08.22.2016
2	[illegible]	12.12.2016
3	SUPPLEMENTAL SHEETS	02.10.2017

MATERIAL / IMAGE BOARD

GEN
A902

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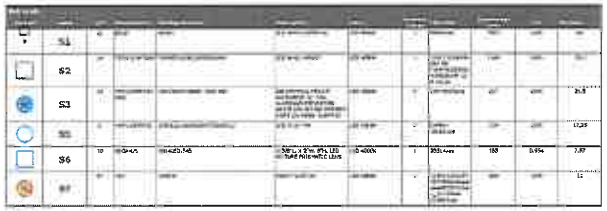
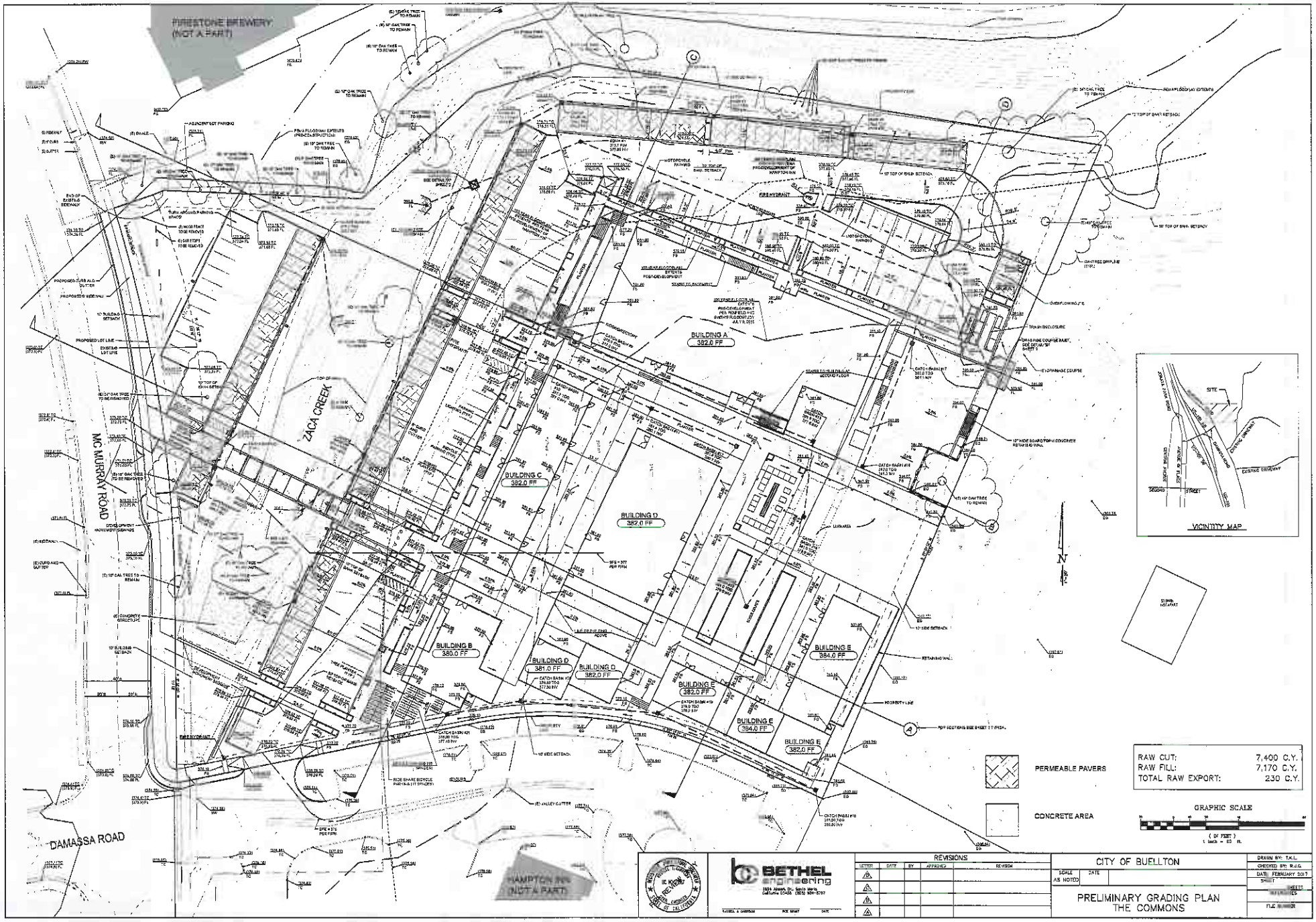
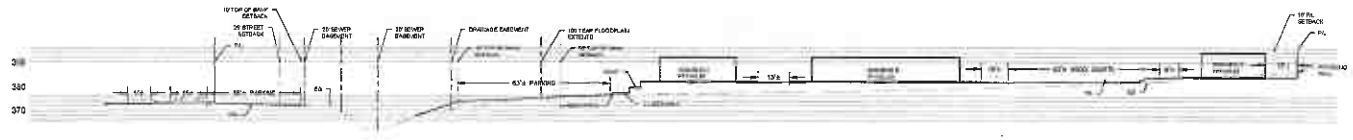


Plan View
Scale - 1" = 15'

THE COMMONS AT ZACA CREEK
BUELLTON, CA
SITE LIGHTING PHOTOMETRIC

Designer
Date
1/2/2017
Scale
Not to Scale
Drawing No.
Summary


FIRESTONE BREWERY (NOT A PART)
HAMPTON INN (NOT A PART)
MC MURRAY ROAD
DAMASSA ROAD
ZACA CREEK
BUILDING A
382.0 FF
BUILDING B
380.0 FF
BUILDING C
382.0 FF
BUILDING D
382.0 FF
BUILDING D
381.0 FF
BUILDING D
382.0 FF
BUILDING E
382.0 FF
BUILDING E
384.0 FF
BUILDING E
384.0 FF
BUILDING E
382.0 FF
VICINITY MAP
SITE
PERMEABLE PAVERS
CONCRETE AREA
RAW CUT: 7,400 C.Y.
RAW FILL: 7,170 C.Y.
TOTAL RAW EXPORT: 230 C.Y.
GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.
BETHEL engineering
REVISIONS
CITY OF BUELLTON
PRELIMINARY GRADING PLAN
THE COMMONS
DRAWN BY: T.K.L.
CHECKED BY: R.J.G.
DATE: FEBRUARY 2017

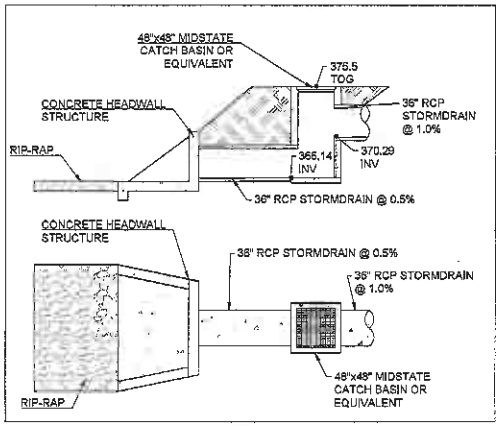


Ⓐ SECTION A

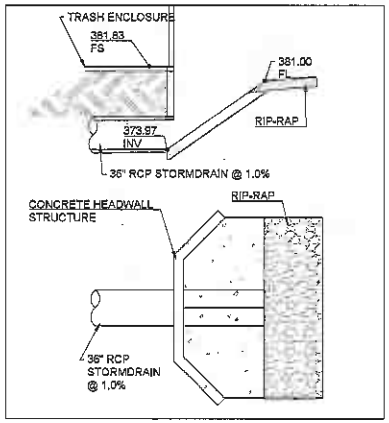
Ⓑ SECTION B

Ⓒ SECTION C

Ⓓ SECTION D



Ⓐ ENERGY DISSIPATER DETAIL



Ⓑ DRAINAGE COURSE INLET DETAIL

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

BETHEL engineering

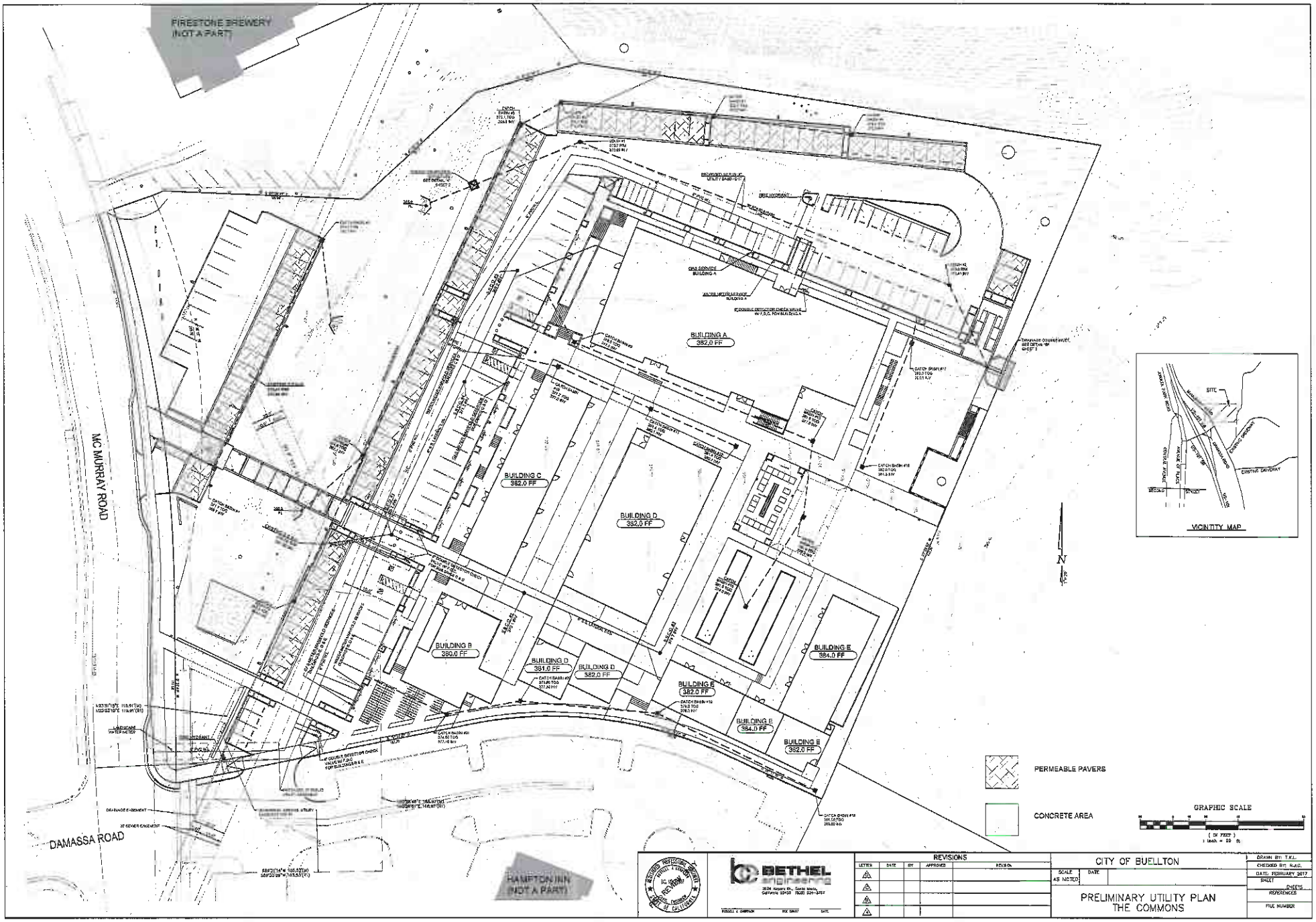
REVISIONS				
LETTER	DATE	BY	APPROVED	REVISION
1				
2				
3				
4				

CITY OF BUELLTON

SCALE: AS NOTED | DATE:

PRELIMINARY GRADING PLAN
THE COMMONS

DRAWN BY: T.K.L.
CHECKED BY: R.J.G.
DATE: FEBRUARY 2017
SHEET
1 OF SHEETS
REFERENCES
FILE NUMBER


FIRESTONE BREWERY (NOT A PART)
MC MURRAY ROAD
DAMASSA ROAD
HAMPTON INN (NOT A PART)
BUILDING A 382.0 FF
BUILDING B 380.0 FF
BUILDING C 382.0 FF
BUILDING D 382.0 FF
BUILDING D 381.0 FF
BUILDING D 382.0 FF
BUILDING E 382.0 FF
BUILDING E 384.0 FF
BUILDING E 384.0 FF
BUILDING E 382.0 FF
VICINITY MAP
SITE
PERMEABLE PAVERS
CONCRETE AREA
GRAPHIC SCALE
BETHEL engineering
REVISIONS
CITY OF BUELLTON
PRELIMINARY UTILITY PLAN
THE COMMONS
DRAWN BY: T.K.L.
CHECKED BY: R.A.C.
DATE: FEBRUARY 2017
SHEET
SHEETS
REFERENCES
FILE NUMBER

Tree Legend

(17) Walnut / sycamore - California sycamore 24" Box

Located on bank

Quercus agrifolia - California Live Oak 36" Box

Located on bank

Quercus lobata - Valley Oak 36" Box

Located on bank

(9) Laurus nobilis 'Saratoga' - Sweet Bay 24" Box

(8) Lagerstroemia 'Natchez' - Crape Myrtle 24" Box

(3) Fabb Grown Olea europaea - Olive 24" Box

(24) Olea europaea 'Fruitless' - Fruitless Olives 24" Box

(11) Street Hello Tree 24" Box

Screening Shrubs

Plant Palette

Trees
Grevillea 'Noelaright'
Laurus nobilis
Laurus 'Saratoga'
Lagerstroemia indica x fauriei 'Natchez'
Quercus agrifolia
Quercus lobata
Quercus tomentella
Olea europaea (Fruitless)
Olea europaea (Fabb Grown)
Pistache chinensis
Platanus racemosa

Shrubs
Arctostaphylos sp.
Acacia Cedrophylla
Alyogyne huegelii
Asparagus densiflorus
Ceanothus 'Concha'
Cercis occidentalis / Texas Wild Olive
Dianella tasmanica
Dodonaea viscosa
Fremontodendron californicum
Frangula californica
Heteromeles arbutifolia
Olea europaea 'Little Ollie'
Rhamnus alaternus
Rhus integrifolia
Ribes californicum
Rosmarinus officinalis
Salvia clevelandii
Salvia leucophylla
Salvia mellifera
Salvia spathacea
Sambucus mexicana
Symphoricarpos mollis
Teucrium fruticans
Trichostema lanatum
Westringia fruticosa 'Grey Box'
Westringia fruticosa 'Mundi'

Groundcover
Carex divulsa
Carex pansa
Carex praegracilis
Ceanothus 'Yankee Point'
Fragaria chiloensis
Lonicera conjugialis 'Canyon Prince'
Muhlenbergia sp.
Hypoestes aquifolium 'Hollywood Lace'
Salvia sp.
Vinca
Vinca major
Vitis californica 'Roger's Red'

Existing Tree Inventory

#	Type	DBH	Status
O-1	Oak	48"	To Remain
O-2	Oak	54"	To Remain
O-3	Oak	48"	To Remain
T-4	Trees	(2)9"-(3)12"	To Remain
T-5	Trees	(3) 12"	To Remain
T-6	Tree	Multi Trunk	To Remain
O-7	Oak	0"	To Remain
O-8	Oak	8"	To Remain
T-9	Tree	12"	To Remain
O-10	Oak	12"	To Remain
O-11	Oak	18"	To Remain
O-12	Oak	10"	To Remain
O-13	Oak	12"	To Remain
O-14	Oak	10"	To Remain
O-15	Oak	18"	To Remain
O-16	Oak	18"	To Remain
O-17	Oak	7"	To Remain
O-18	Oak	8"	To Remain
O-19	Oak	12"	To Remain
O-20	Oak	16"	To Remain
O-21	Oak	12"	To Remain
O-22	Oak	10"	To Remain
O-23	Oak	14"	To Remain
O-24	Oak	4"	To Remain
T-25	Tree	10"	To Remain
T-26	Tree	24"	To Remain
O-27	Oak	13"	To Remain
O-28	Oak	9"	To Remain
O-29	Oak	10"	To Remain
O-30	Oak	18"	To Be Removed
O-31	Oak	24"	To Be Removed

Restoration Area Plant Palette

Trees
Red willow (Salix laevigata)
Arroyo willow (Salix lasiolepis)
Quercus agrifolia (Quercus agrifolia)
Valley oak (Quercus lobata)
California black walnut (Juglans californica)
Fremont cottonwood (Populus fremontii)
Hollyleaf cherry (Prunus ilicifolia)
Western red bud (Cercis occidentalis)

Shrubs and Herbaceous Shrubs
Mugwort(wild) mulwort (Artemisia douglasiana)
Coast sunflower (Encelia californica)
California bedstraw (Galium californicum)
Coyote bush (Baccharis pilularis)
California lepidium (Artemisia californica)
Toyonberry (Heteromeles arbutifolia)
Toyon (Heteromeles arbutifolia)
Elderberry (Sambucus mexicana)
Gum plant (Grindelia scorpa)
Wild rose (Rosa spaldingi)
Black sage (Salvia mellifera)
Hummingbird sage (Salvia spathacea)
California grape (Vitis californica 'Roger's Red')

Ground Cover (* denotes seed)
Dune sedge (Carex ref. C. praegracilis)
Pacific Heathgrass (Calal pulchra)
Creeping ryegrass (Leymus triticoides)
Common rush (Juncus patens)
California poppy (Eschscholzia californica)*
Yarrow (Achillea millefolium)
Succulent aspen (Lupinus succulentus)*

Landscape Design for Water Conservation Compliance Statement

I state that I am familiar with the Landscape Design Standards for Water Conservation and that the landscape design for this project complies with those standards. It is my understanding that verification of compliance will be necessary upon final building inspection. I shall inspect the completed installation and I will submit in writing that the installation substantially conforms to the approved plans.

Signature — Carol Puck Erickson, Name

5408, Licensed # — 12/13/16, Exp. Date

LANDSCAPE ARCHITECT No. 5408 — 12/12/2016 — EXP. 12/31/17 — STATE OF CALIFORNIA

Layout Legend

#	Description	Material / Finish
1	Building Walls	Plastered Concrete
2	Stucco Walls	Keystone
3	Residential Decks	See architectural drawings
4	Patio Surfaces	See architectural drawings
5	Hardscape Surfaces	Concrete
6	Hard Surface	Stamped Concrete
7	Decorative Concrete	
8	Hardscape Location Accent	Concrete, colored and textured
9	Raised Beds	Concrete, colored and textured
10	All Grade Separations	Retaining walls shall be designed as an integral part of the landscape design
11	Stairs Concrete	
12	Stairs Metal	
13	Stairs Wood	
14	Decorative Concrete Accents	
15	Perforated Concrete Joint	
16	Decorative Concrete	Acrylicrete

NOT FOR CONSTRUCTION

Scale: 1" = 20'

PRELIMINARY LANDSCAPE PLAN
THE COMMONS AT ZACA CREEK

PL-1

Job Number 15-069
Date 12/01/2016

202 East Cota Street
Santa Barbara, CA 93101
tel 805.962.9005
fax 805.962.9008
arcadestudio.com

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SIGNAGE OVERVIEW

THE GOAL OF THE COMMONS SIGNAGE PROGRAM IS TO CREATE A SET OF STANDARDS THAT WILL BE CONSISTENT IN SEE AND PALATE FROM BUILDING TO BUILDING, VISUALLY TIE AND ENHANCE THROUGHOUT THE PROJECT. THE SIGN PROGRAM IS BASED OFF OF THE CITY OF BUELLTON GUIDELINES AND SHALL BE ENFORCED BY THE CITY OF BUELLTON.

ALL SIGNS MEETING THE REQUIREMENTS SET FORTH IN THE SIGN PROGRAM SHALL BE ADMINISTRATIVELY APPROVED BY THE CITY OF BUELLTON.

ANY PROPOSED ALTERATIONS OR INCREASES TO SIGNAGE AREA BY THE TENANT NOT COVERED IN THESE STANDARDS SHALL BE SUBJECT TO THE CITY OF BUELLTON DESIGN REVIEW PROCESS.

SIGNAGE APPROVAL PROCEDURE

[illegible] SHALL BE SUBJECT TO APPROVAL, IN WRITING, FROM THE OWNER AND ARCHITECT. THE TENANT [illegible] COPIES OF THE FINEAL KIOSK DRAWINGS TO THE OWNER AND ARCHITECT AT THE [illegible] FOR THEIR REVIEW AT THE TIME OF PRELIMINARY STORE DESIGN. THE SCALE NOT LESS THAN 1/4" = 1'-0" (1:50) SHOWING MATERIALS, COLORS, FINISHES, AND DIMENSIONS. THESE DRAWINGS SHALL [illegible] COMPLIANCE WITH BOTH THE CURRENT CITY OF BUELLTON SIGN REGULATIONS AND THE SIGN CRITERIA [illegible]

[illegible] OWNER, LLC

2. THE [illegible] WITHIN TWO WEEKS APPROVAL TO THE CITY OF BUELLTON PLANNING DEPARTMENT FOR APPROVAL AND PERMITTING. THE TENANT SHALL PAY FOR ALL SIGNS, DESIGN AND ENGINEERING OF SIGNS, PERMITS, THE COMPLETE INSTALLATION AND MAINTENANCE.

3. THE CONTRACTOR IS TO COMPLETE THE SIGN CRITERIA HEREIN OUTLINED WITHIN 30 CALENDAR DAYS AFTER THE CITY OF BUELLTON PLANNING COMMISSION FOR REVIEW AND APPROVAL. THE TENANT WILL BE RESPONSIBLE FOR THE ENTIRE COST AND FEES ASSOCIATED WITH THIS PROCESS.

GENERAL SIGNAGE NOTES

A. GENERAL NOTES

1. ALL SIGNS, STRUCTURES, AND AREAS WITHIN THE PROPERTY PREMISES SHALL BE MAINTAINED.
2. LIGHTING FOR SIGNS SHALL NOT CREATE A HAZARDOUS GLARE FOR PEDESTRIANS OR VEHICLES EITHER ON A PUBLIC STREET OR GALAXY POINTE PROPERTIES.
3. ALL SIGNS SHALL BE CONSTRUCTED AS ONE OF THE FOLLOWING SIGN TYPES
   A. NON-ILLUMINATED
   B. INTERNALLY ILLUMINATED NON-HALO, REVERSE LETTERING
   C. INTERNALLY ILLUMINATED SO THAT THE LIGHT IS DIFFUSED AND, UNLESS FOCUSED LIGHT FIXTURES THAT DO NOT ALLOW LIGHT OR GLARE THAT CONFLICTS WITH NOTE 2 ABOVE.
   D. EQUIVALENT OR EQUAL STYLE WITH APPROVAL
4. ALL SIGNS AND INSTALLATION SHALL CONFORM TO CURRENT BUILDING AND ELECTRICAL CODES. EACH TENANT SHALL BE FULLY RESPONSIBLE FOR THE OPERATIONS OF THEIR SIGN CONTRACTOR.
5. ALL CONDUITS, RACEWAYS, TRANSFORMERS, JUNCTION BOXES, OPEN SPACES, BACKING SURFACES, ETC. SHALL BE CONCEALED. EXPOSED WIRING WILL BE FINISHED IN A MANNER THAT IS CONSISTENT WITH THE OVERALL FABRICATION PRACTICES. ALL FINISHES SHALL BE PROVIDED FROM THE WALL.
6. THE TENANTS SHALL COMPLY WITH ALL CONDUIT, TRANSFORMER LOCATIONS, AND SERVICE PRIOR TO FABRICATION.
7. IN THE EVENT OF A TENANT VACANCY, THE TENANT SHALL REMOVE ALL WALL SIGNS, ANY TENANT SIGNS LOCATED OUT THE SHOPPING CENTER IDENTIFICATION SIGN SHALL BE REMOVED, ALL HOLES LEFT BY THE SIGN SHALL BE REPAIRED AND PATCHED TO MATCH EXTERIOR BUILDING COLOR.
8. ALL SIGNAGE SHALL COMPLY WITH CITY OF BUELLTON SIGN REGULATIONS (MUNICIPAL CODE SECTIONS 19.04.170 THROUGH 19.04.190) AND ANY APPLICABLE CONDITIONS OF APPROVAL REQUIRED BY THE CITY FOR FINAL PROJECT APPROVAL.

PROPOSED DEVELOPMENT SITE PLAN 1 N

the COMMONS at zaca creek

ARCHITECT
ANACAPA
[illegible] SANDY PERIDOO
SANTA BARBARA, CALIFORNIA [illegible]
[illegible]
www.anacapaarchitects.com

CLIENT
COAST DEVELOPMENT PARTNERS I, LLC
[illegible] AVENUE, STE. [illegible]
LOS GATOS, CALIFORNIA [illegible]

NOT FOR CONSTRUCTION

DEVELOPMENT APPLICATION

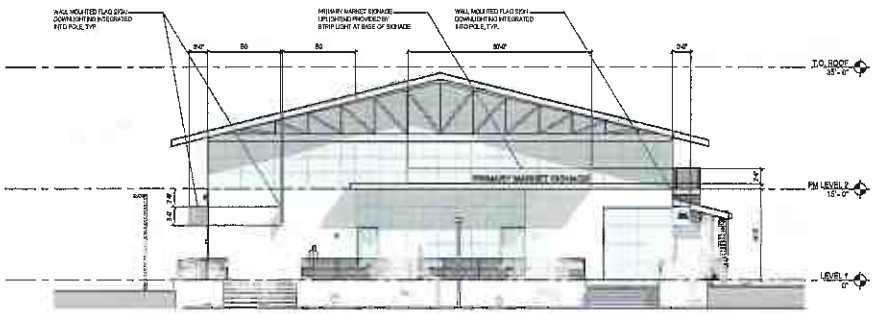
REVISION

NO.	DESCRIPTION	DATE
[illegible]	[illegible]	[illegible]
[illegible]	DEV. APP. RESUBMITTAL	[illegible]

PROJECT NUMBER: JOB NO. [illegible]

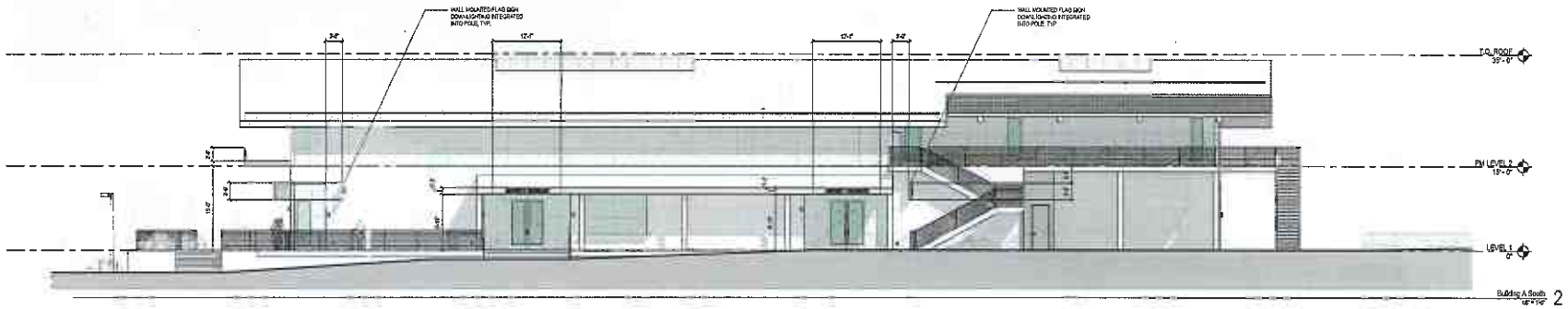
PROPOSED SITE PLAN

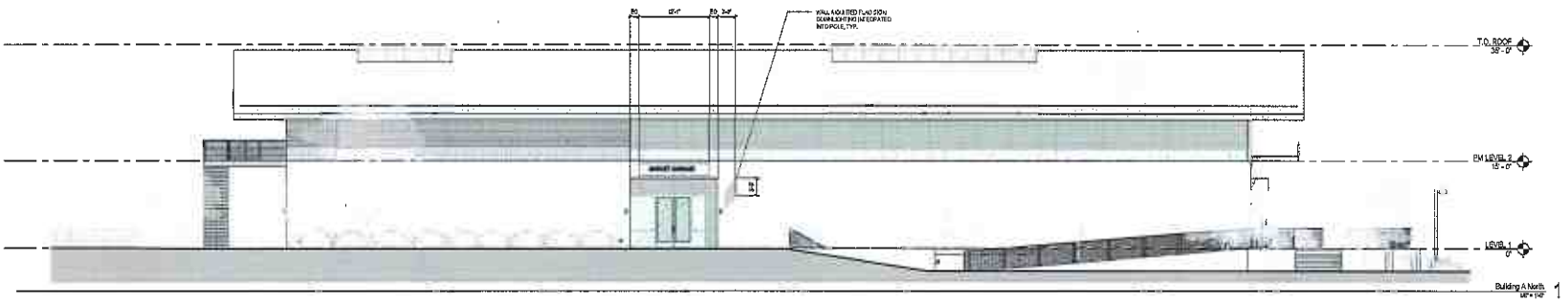
GEN
A101



TENANT SIGNAGE

ALLOWABLE SIGNAGE		
MAIN SIGN	76'-0" OF FRONTAGE	76 SF
MULTI TENANT	16.5" X 15 TENANTS	229.5 SF
TOTAL ALLOWABLE SIGN AREA		305.5 SF
PROPOSED SIGNAGE		
BUILDING SIGNAGE		
PRIMARY SIGNAT FRONT		76 SF
FLAG SIGN AT FRONT		9 SF
FLAG SIGN AT NORTH SIDE		9 SF
MARKET SIGNAGE 1 SOUTH		14 SF
MARKET SIGNAGE 2 SOUTH		14 SF
MARKET SIGNAGE 1 NORTH		24 SF
TENANT 1		
FLAG SIGN AT SOUTH SIDE		6 SF
TENANT 2		
FLAG SIGN AT SOUTH SIDE		6 SF
TOTAL PROPOSED SIGN AREA		168 SF



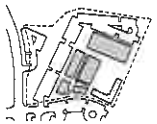


the COMMONS at zaca creek

ANACAPA

CLIENT
COAST DEVELOPMENT PARTNERS II, LLC

NOT FOR CONSTRUCTION



DEVELOPMENT APPLICATION

NO.	DESCRIPTION	DATE
	DEVELOPMENT APP.	06.22.2016
	DEV. APP. RE-SUBMITTAL	12.22.2016

PROJECT NUMBER:

SIGN EXHIBIT BUILDING A

A3.10

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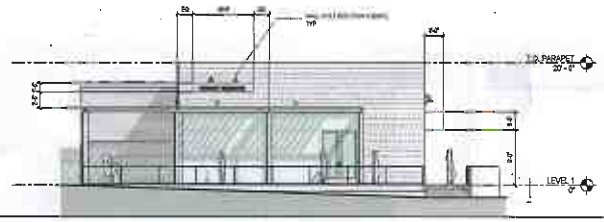
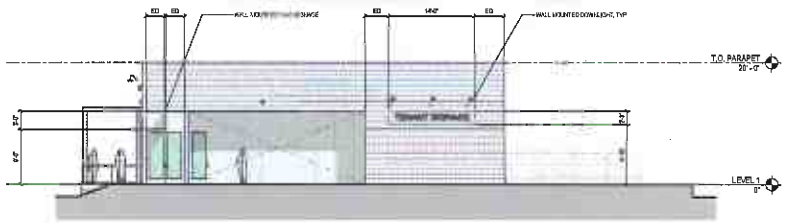
TENANT SIGNAGE

ALLOWABLE SIGNAGE		
MAIN SIGN	40 SF OF FRONTAGE	60 SF
TOTAL ALLOWABLE SIGN AREA		60 SF
PROPOSED SIGNAGE		
TENANT 1		
WALL MOUNTED PLAG SIGN A		8 SF
SIGN B		16 SF
SIGN C		31.5 SF
TOTAL PROPOSED SIGN AREA		55.5 SF

Building B South 6

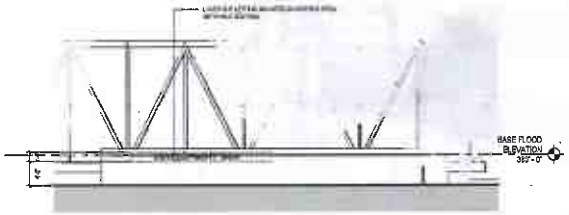


Building B North 3



Building B West 2

3D View 5



Monument Sign High 4

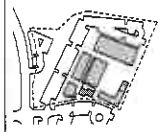
Building B East 1

the
COMMONS
at zaca creek

ARCHITECT
ANACAPA

CLIENT
COAST DEVELOPMENT PARTNERS I, LLC

NOT FOR CONSTRUCTION



DEVELOPMENT
APPLICATION

REVISION

NO.	DESCRIPTION	DATE

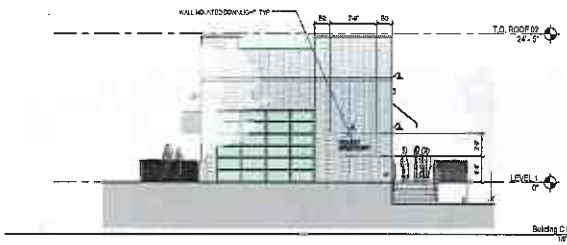
PRINTED
PROJECT NUMBER JOB NO.

SIGN EXHIBIT BUILDING B
AND STREET FRONT
MONUMENT

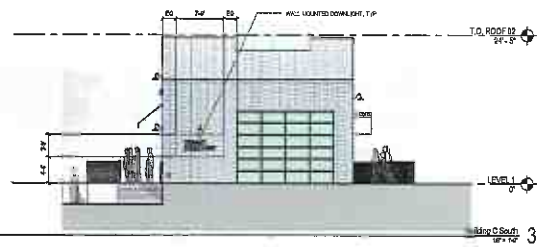
A3.11

TENANT SIGNAGE

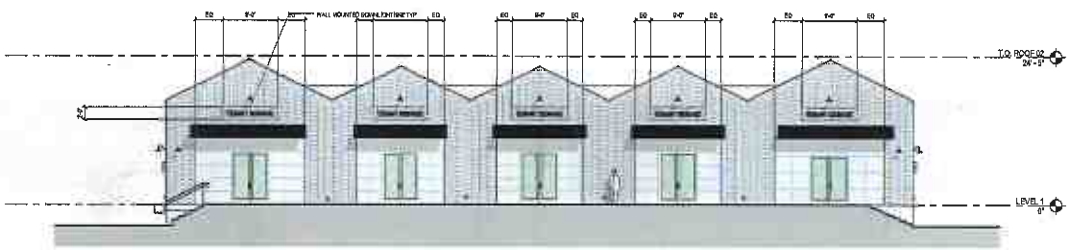
ALLOWABLE SIGNAGE		
MAIN SIGN	122'-2" OF FRONTAGE	120.25 SF
MULTI TENANT	15 SF x 6 TENANTS	25 SF
TOTAL ALLOWABLE SIGN AREA		167.25 SF
PROPOSED SIGNAGE		
TENANT 1		27 SF
FLAG SIGN ALLEY	9 SF	
PRIMARY SIGN FRONT	18 SF	
TENANT 2		27 SF
FLAG SIGN ALLEY	9 SF	
PRIMARY SIGN FRONT	18 SF	
TENANT 3		27 SF
FLAG SIGN ALLEY	9 SF	
PRIMARY SIGN FRONT	18 SF	
TENANT 4		27 SF
FLAG SIGN ALLEY	9 SF	
PRIMARY SIGN FRONT	18 SF	
TENANT 5		27 SF
FLAG SIGN ALLEY	9 SF	
PRIMARY SIGN FRONT	18 SF	
TENANT DIRECTORY NORTH		29 SF
TENANT DIRECTORY SOUTH		29 SF
TOTAL PROPOSED SIGN AREA		163 SF



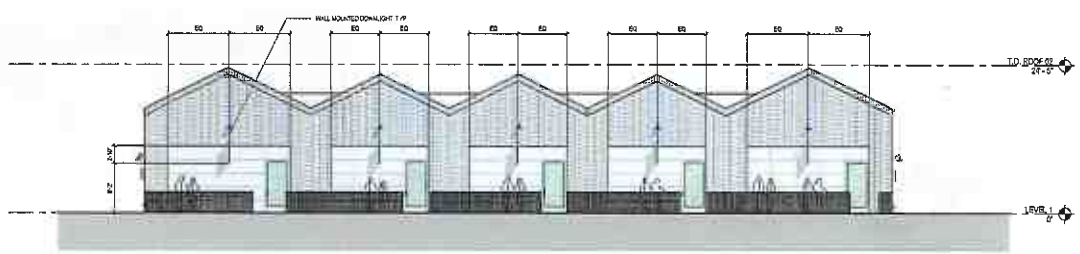
Building C North 4



Building C South 3



Building C West 2



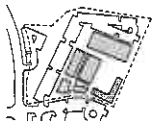
Building C East 1

the
COMMONS
at zaca creek

ANACAPA

COAST DEVELOPMENT PARTNERS I, LLC

NOT FOR CONSTRUCTION



DEVELOPMENT APPLICATION

NO.	DESCRIPTION	DATE
	DEVELOPMENT APP.	06.23.2016
	DEV. APP. RE-SUBMITTAL	12.22.2016

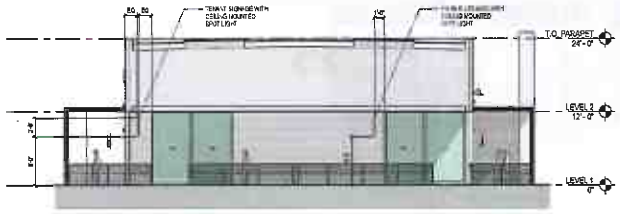
PROJECT NUMBER: JOB NO. 1509
DRAWN: Author

SIGN EXHIBIT BUILDING C

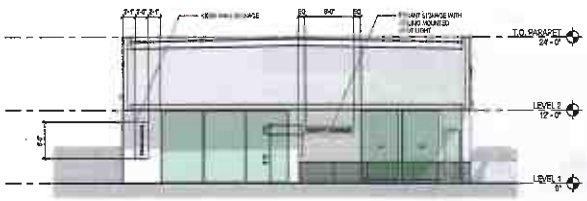
A3.12

TENANT SIGNAGE

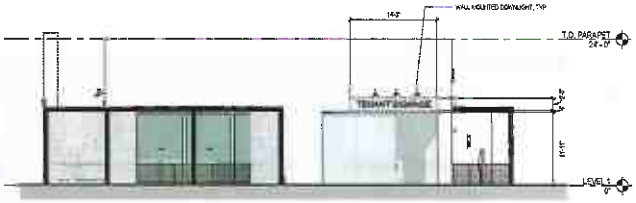
ALLOWABLE SIGNAGE		
MAIN SIGN	180 FT OF FRONTAGE	180.5 SF
MULTI TENANT	15 SF x 7 TENANTS	105 SF
TOTAL ALLOWABLE SIGN AREA		285.5 SF
PROPOSED SIGNAGE		
TENANT 1		67 SF
PRIMARY SIGN EDGE	28.5 SF	
SECONDARY SIGN COURT	28.5 SF	
TENANT 2		10.25 SF
PRIMARY SIGN ALLEY	10.75 SF	
SECONDARY SIGN ALLEY	0 SF	
TENANT 3		25.75 SF
PRIMARY SIGN ALLEY	10.75 SF	
SECONDARY SIGN ALLEY	0 SF	
SECONDARY SIGN	0 SF	
TENANT 4		12 SF
PRIMARY SIGN	12 SF	
SECONDARY SIGN		
PRIMARY SIGN	11.25 SF	17.25 SF
WALL SIGN	6 SF	
TENANT 5		27.25 SF
PRIMARY SIGN COURT	11.25 SF	
SECONDARY SIGN COURT	0 SF	
SECONDARY SIGN	0 SF	
TENANT 6		15.75 SF
PRIMARY SIGN COURT	10.75 SF	
SECONDARY SIGN COURT	0 SF	
DEVELOPMENT SIGN		3.75 SF
TOTAL PROPOSED SIGN AREA		285.75 SF



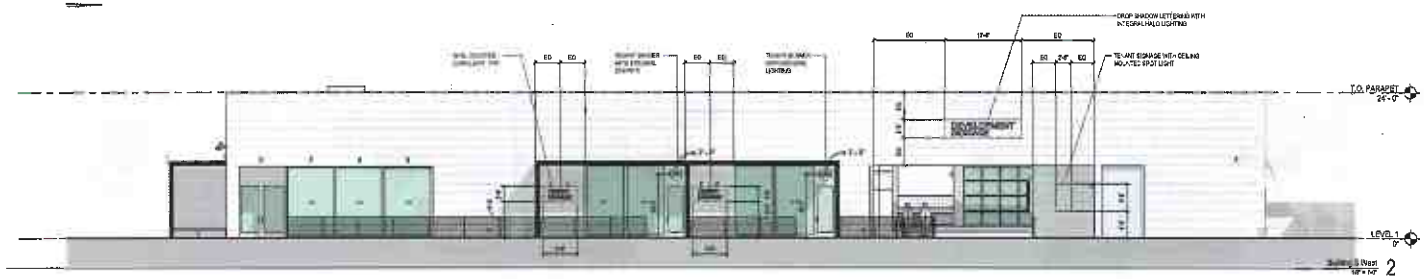
Building D South 3



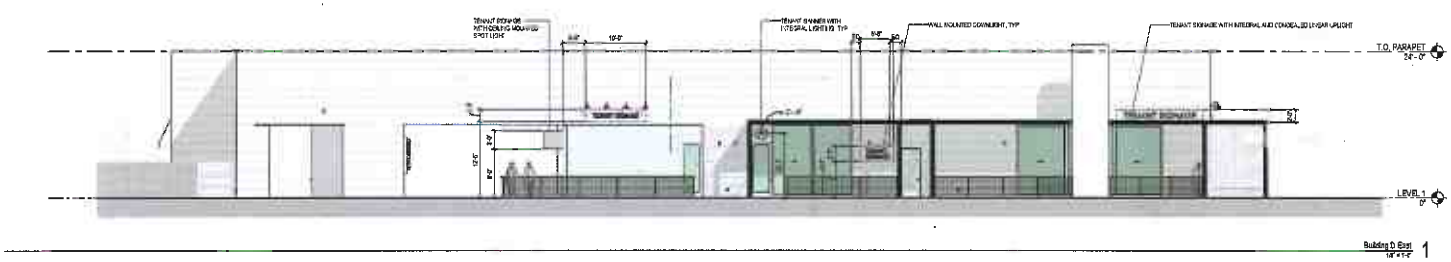
Building D North 2 4



Building D North 1 6



Building D West 2



Building D East 1

the COMMONS at zaca creek

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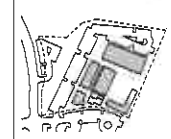


DEVELOPMENT APPLICATION

REVISION

NO.	DESCRIPTION	DATE
	DEVELOPMENT APP.	06.23.2016
	DEV. APP. RE-SUBMITTAL	12.22.2016

PROJECT NUMBER:

SIGN EXHIBIT BUILDING D

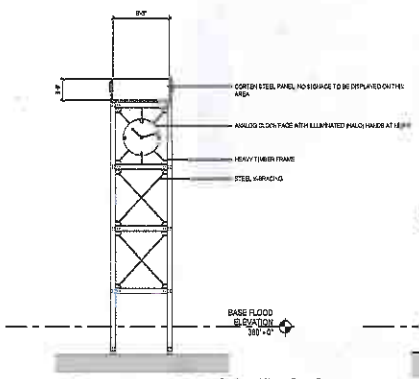
A3.13

DEVELOPMENT TOWER SIGNAGE

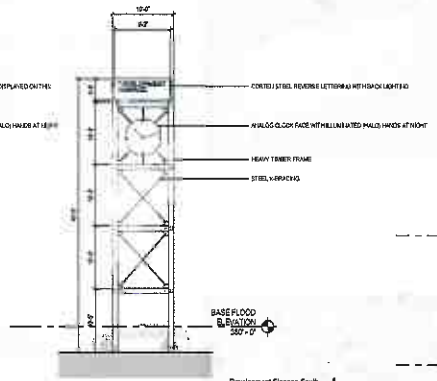
ALLOWABLE SIGNAGE	
MAIN SIGN	100 SF
TOTAL ALLOWABLE SIGN AREA	100 SF
PROPOSED SIGNAGE	
NORTH SIGN	32 SF
SOUTH SIGN	32 SF
WEST SIGN	32 SF
TOTAL PROPOSED SIGN AREA	96 SF

TENANT SIGNAGE

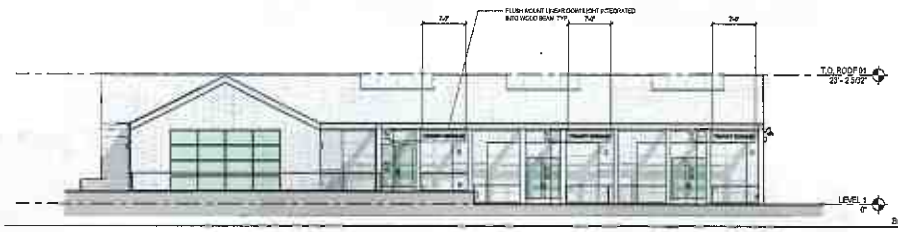
ALLOWABLE SIGNAGE		
MAIN SIGN	1SQ.FT OF FRONTAGE	155 SF
MULTI TENANT	15 SF x # TENANTS	225 SF
TOTAL ALLOWABLE SIGN AREA		155 SF
PROPOSED SIGNAGE		
TENANT 1		27.5 SF
PRIMARY SIGN	13.5	
SECONDARY SIGN	14 SF	
TENANT 2		14 SF
PRIMARY SIGN	14 SF	
TENANT 3		14 SF
PRIMARY SIGN	14 SF	
TENANT 4		14 SF
PRIMARY SIGN	14 SF	
TENANT 5		14 SF
PRIMARY SIGN	14 SF	
TENANT 6		14 SF
PRIMARY SIGN	14 SF	
TOTAL PROPOSED SIGN AREA		97.5 SF



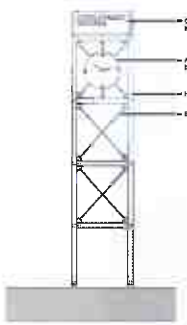
Development Signage East 6



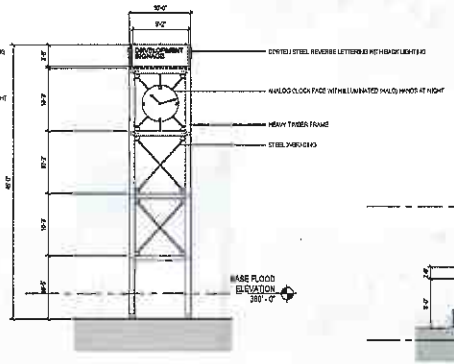
Development Signage South 4



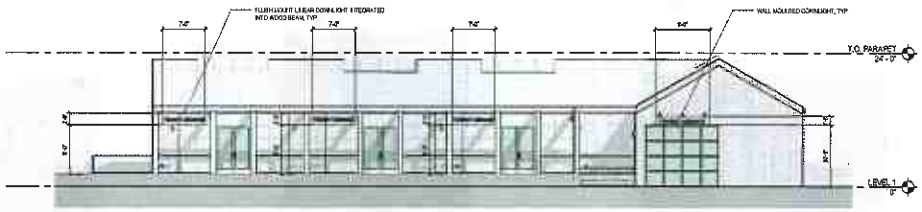
Building E North 2



Development Signage North 5



Development Signage West 3



Building E West 1

the COMMONS at zaca creek

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COAST DEVELOPMENT PARTNERS II, LLC

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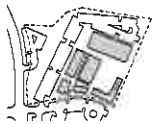

DEVELOPMENT APPLICATION

NO.	DESCRIPTION	DATE
	DEVELOPMENT APP.	06.23.2016
	DEV. APP. RESUBMITTAL	12.22.2016

PROJECT NUMBER: 2016.015.1.000
DRAWN: Author

SIGN EXHIBIT BUILDING E, SIGNAGE KIOSK, AND DEVELOPMENT SIGNAGE TOWER

A3.14

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MATERIAL: HEAVY TIMBER AND STEEL
MANUFACTURER: N/A
COLOR/DESCRIPTION: N/A
LOCATION USED: DEVELOPMENT TOWER

DEVELOPMENT TOWER REFERENCE 16
12" = 1'-0"

MATERIAL: METAL
MANUFACTURER: N/A
COLOR/DESCRIPTION: LETTERING BELOW AWNING
LOCATION USED: TASTING ROOM

AWNING SIGN B 12
12" = 1'-0"

MATERIAL: METAL AND PAINT
MANUFACTURER: N/A
COLOR/DESCRIPTION: N/A
LOCATION USED: TASTING ROOM

BLADE SIGNAGE B 8
12" = 1'-0"

MATERIAL: METAL AND WOOD
MANUFACTURER: N/A
COLOR/DESCRIPTION: N/A
LOCATION USED: TASTING ROOM

WALL SIGNAGE D 4
12" = 1'-0"

MATERIAL: GALVANIZED METAL
MANUFACTURER: N/A
COLOR/DESCRIPTION: N/A
LOCATION USED: ABOVE SIGNAGE

TYPICAL SIGNAGE LIGHTING 15
12" = 1'-0"

MATERIAL: METAL
MANUFACTURER: N/A
COLOR/DESCRIPTION: LETTERING ABOVE AWNING
LOCATION USED: TASTING ROOM

AWNING SIGN A 11
12" = 1'-0"

MATERIAL: METAL AND WOOD
MANUFACTURER: N/A
COLOR/DESCRIPTION: CIRCULAR WALL SIGN
LOCATION USED: RESTAURANT

BLADE SIGNAGE A 7
12" = 1'-0"

MATERIAL: LASER CUT COATED STEEL
MANUFACTURER: N/A
COLOR/DESCRIPTION: HALO LIGHTING
LOCATION USED: PUBLIC MARKET

WALL SIGNAGE C 3
12" = 1'-0"

MATERIAL: METAL
MANUFACTURER: N/A
COLOR/DESCRIPTION: N/A
LOCATION USED: ADJACENT TO MARKET

KIOSK 14
12" = 1'-0"

MATERIAL: WAXED CANVAS, WOOD, LEATHER
MANUFACTURER: N/A
COLOR/DESCRIPTION: N/A
LOCATION USED: TASTING ROOM

BLADE SIGNAGE D 10
12" = 1'-0"

MATERIAL: METAL
MANUFACTURER: N/A
COLOR/DESCRIPTION: RAISED LETTERING ON SURFACE
LOCATION USED: RESTAURANT

WALL SIGNAGE H 6
12" = 1'-0"

MATERIAL: PAINT
MANUFACTURER: N/A
COLOR/DESCRIPTION: COATING PAINT ON CONCRETE
LOCATION USED: PUBLIC MARKET

WALL SIGNAGE B 2
12" = 1'-0"

MATERIAL: CORTEN STEEL
MANUFACTURER: N/A
COLOR/DESCRIPTION: 1/4" STEEL PLATE
LOCATION USED: MONUMENT SIGN

MONUMENT SIGN 13
12" = 1'-0"

MATERIAL: METAL AND PAINT WOOD
MANUFACTURER: N/A
COLOR/DESCRIPTION: N/A
LOCATION USED: TASTING ROOM

BLADE SIGNAGE C 9
12" = 1'-0"

MATERIAL: BLACK POWDER COATED STEEL
MANUFACTURER: N/A
COLOR/DESCRIPTION: PAINT INTO WOOD SIDING
LOCATION USED: RESTAURANT

WALL SIGNAGE E 5
12" = 1'-0"

MATERIAL: BLACK POWDER COATED STEEL
MANUFACTURER: N/A
COLOR/DESCRIPTION: HALO LIGHTING
LOCATION USED: PUBLIC MARKET

WALL SIGNAGE A 1
12" = 1'-0"

the COMMONS at zaca creek

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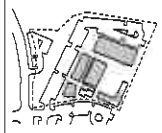

DEVELOPMENT APPLICATION

REVISION

NO.	DESCRIPTION	DATE
	[illegible]	08.22.2014
	[illegible]	10.15.2014

PRINTED [illegible]
PROJECT NUMBER [illegible]
DRAWN [illegible]

MATERIAL AND REFERENCE IMAGES

A3.15

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